

Australian

MAY/JUNE, 1980. ISSUE 102. Vol. 9 No. 9

\$1.00*

MODEL RAILWAY

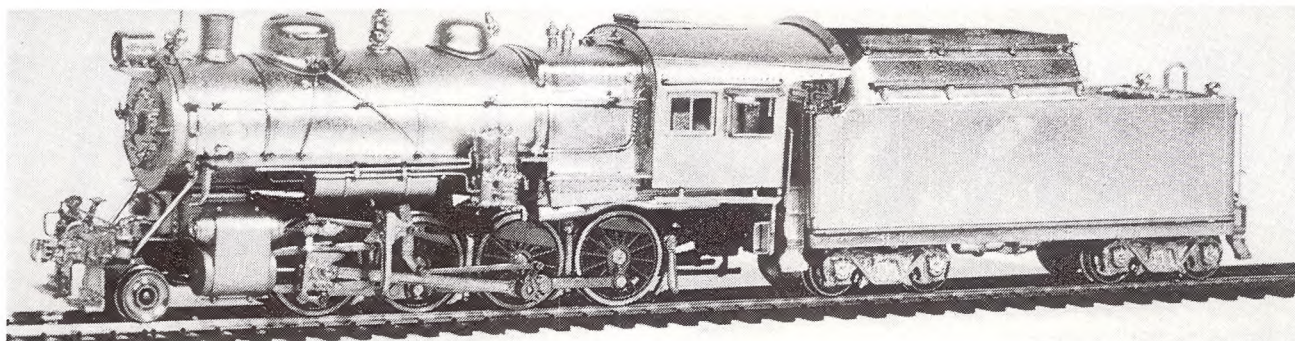
Magazine



Registered for posting as a periodical — Category B.

* Recommended retail price only.

NEW HO BRASS MODELS . . . — NOW ON THE 'READY TRACK' . . .



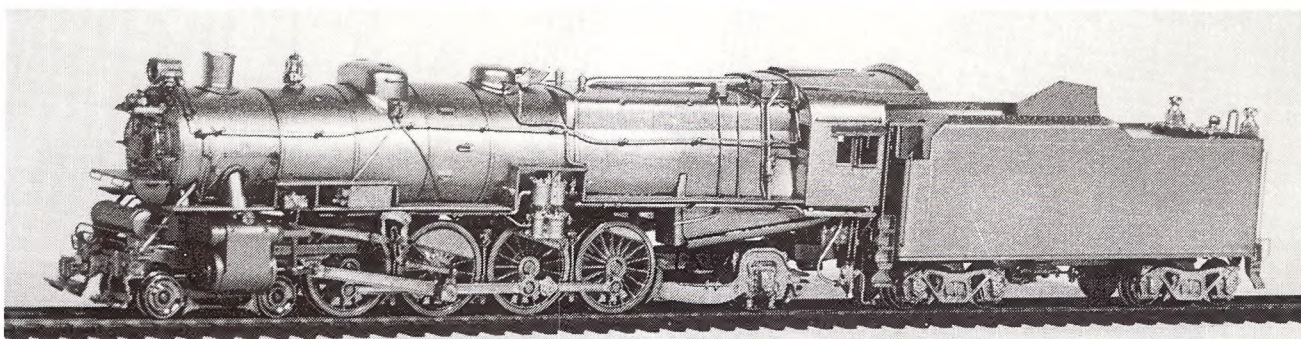
Sunset P.R.R. 2-8-0 'H-8/9' Locomotive & Tender. Equipped with Canon 22 mm motor and idler gear box, this Locomotive comes with extra smoke box front, headlight, steam pipes (H-9) and valve parts for H-9. Providing for the following variations:—

H-8: With headlight on top of smoke box and generator on smoke box front.

H-8: With generator in front of stack and headlight on smoke box front.

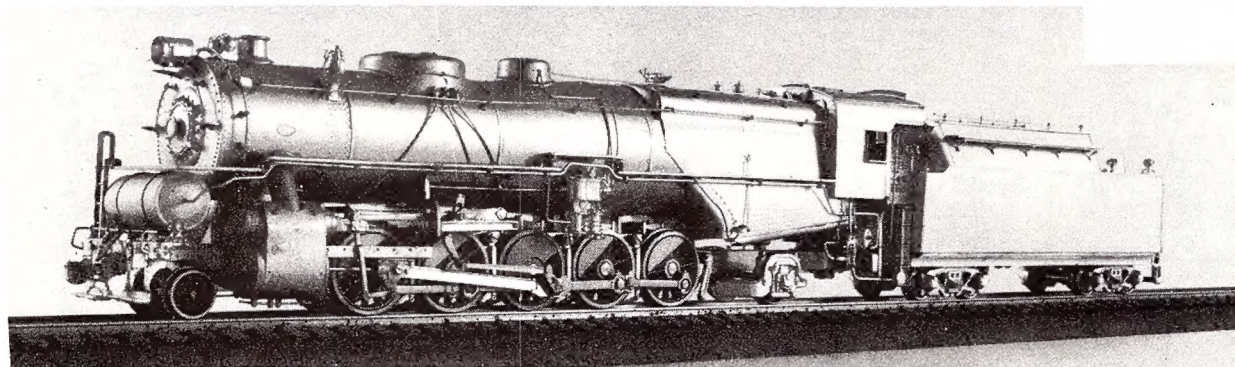
H-9: Two versions as above.

PRICE: \$309.00



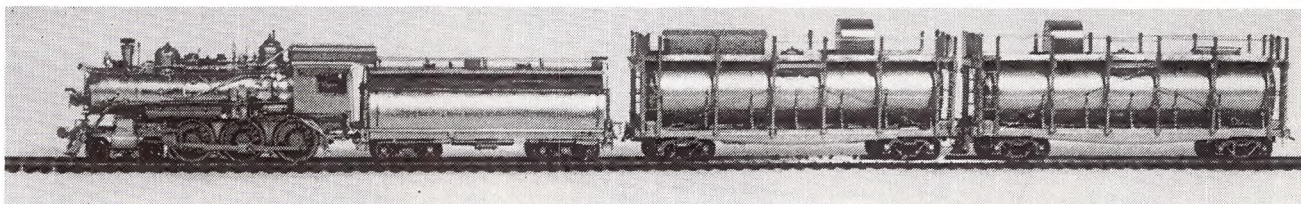
Sunset P.R.R. 'M-1' 4-8-2 Locomotive & Tender. Equipped with 'can' motor and idler gear box. Supplied with extra smoke box front, pilot and other front end details, to enable conversion for fast passenger working or freight service, as desired.

PRICE: \$404.00



Westside P.R.R. 'N-1sa' 2-10-2 Loco. & Tender. This massive Decapod, for heavy freight service, comes with "Lines West" Tender, 14-spoked 62" drivers and high torque Canon 22 mm 'can' motor, coupled with an idler gear box.

PRICE: \$376.65

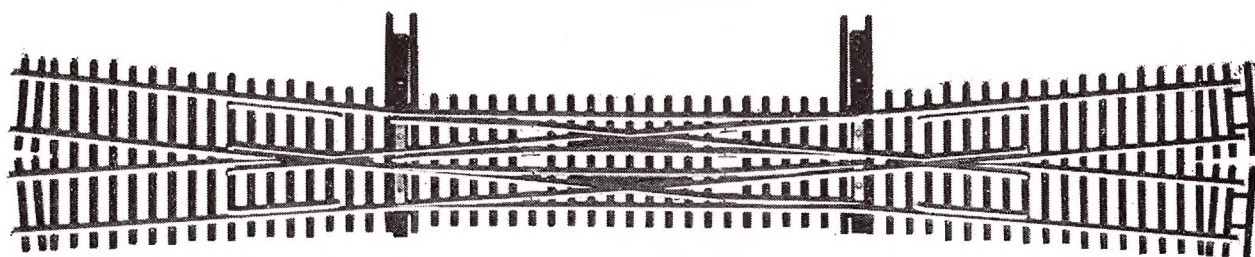


Southern Pacific Fire Train. First offered some years ago with a different locomotive, the S.P. Fire Train has now been re-run. This time powered by a fine 'T-1' Class 4-6-0, fitted with 'can' motor and idler gear box. Locomotive is especially fitted up with a maze of external water pipes and jumper hoses (not shown) which run to the rear of the Tender. Detail is breathtaking and even the tiny valve handles have the spokes in them! The two special Tank Cars are also loaded with detail such as ladders and piping, with jumper hoses to connect up with pipes on rear of Tender.

PRICE: \$531.35

SOLE AGENT & IMPORTER
THE MODEL DOCKYARD PTY. LTD.
216-218 SWANSTON ST. MELBOURNE. PHONE: 663 3505

"SHINOHARA"



The Name for Top Quality & Best Range Trackwork for HO & N Scale Model Railroaders

CODE 100 N.M.R.A. STANDARD

HO Gauge Nickel Silver Flex. Track, Points & Crossings

CODE 70 N.M.R.A. STANDARD

HO Gauge Nickel Silver Flex. Track, Points & Crossings

HOn3 Gauge Nickel Silver Flex. Track & Points

HO/HOn3 Dual Gauge Nickel Silver Flex. Track & Points

N Gauge Nickel Silver Flex. Track & Points

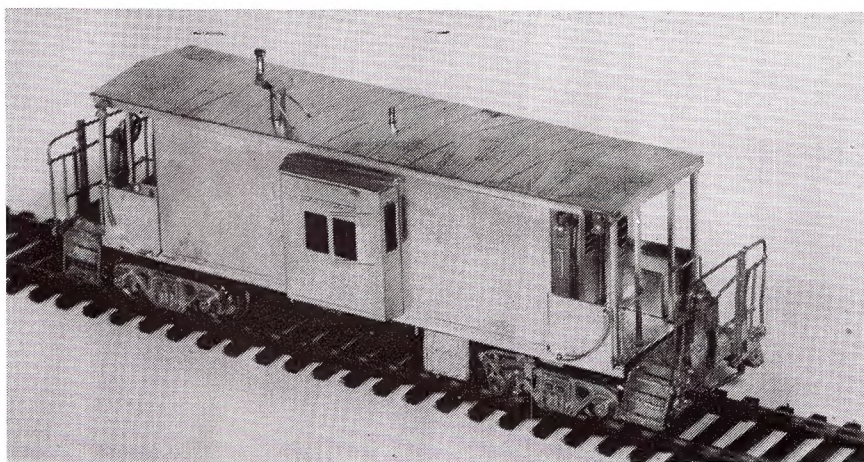
For Complete Price List — Send Stamped S.A.E.

***NEW! . . .
FROM THE SHOPS OF OVERLAND
MODELS . . .***

MODERN ERA FANS OF THE UNION PACIFIC, WORKING IN HO SCALE, WILL WELCOME THE ARRIVAL OF THE U.P. 'CA-11' SERIES (No's 25800-25899) CABOOSE. OF BAY WINDOW PATTERN, THE MODEL COMES WITH FULL UNDERBODY DETAIL AND REMOVABLE END PLATFORMS, TO FACILITATE PAINTING.

PRICE: \$59.00

(Coming Later: U.P. 'CA-7' RIVETED CABOOSE and U.P. 'CA-10' WELDED CABOOSE)



Other Models Due in Stock by the Time This Issue Goes to Press . . .

HO Baldwin RT-624 Diesel Transfer Unit, by Custom Brass; HO Milwaukee Road 'ES-2' Steeple Cab Electric Locomotive (painted), by Nickel Plate Products; HO Alco 'C-636' Diesel and HO S.P. 2-8-2 'MK-6' Locomotives, by Alco Models; HO EMC 'E-2' A & B Diesel Units (both powered) by Oriental Limited; HOn3 R.G.S. 2-8-0 '71-73', by Key Models; HO D. & R. G. W. 2-8-8-2 'L-131', by United; HO P.R.R. 4-8-2 'Mia' and O Pacific Coast Shay Locomotives, by Sunset Models; HO Colorado Midland 2-8-0, by Hallmark Models and the following HOn3 rolling stock kits from E. & B. Valley Railroad Co: R.G.S. '0404' Caboose, D. & R. G. W. Short Caboose, D. & R. G. W. No. 319 Coach with open vestibule and No. 319 Coach with closed vestibule.

THE MODEL DOCKYARD PTY. LTD.
216-218 SWANSTON ST. MELBOURNE. PHONE: 663 3505

McBEES Hobby Centre

McBEES HOBBY CENTRE PTY LTD

PO Box 144, Coburg, is registered at 535 Plenty Road, Preston. Items in this ad. are a selection only. Any other enquiries please write. We are a licensed second-hand dealer.

Our shop is located at:—
535 Plenty Road,
East Preston.

Hours: Mon-Wed 4 pm-7 pm
Thurs, Fri 12 noon-9 pm
Sat 9 am-1 pm

PLEASE all Mail Orders and
Correspondence to:

PO BOX 144,
COBURG 3058.

POSTAGE RATES:—

We have a MINIMUM Handling charge of \$1.00 on ALL orders, to which must be added the following additional charges:—
On orders under \$5.00 — Nil.
\$5.00-\$14.99 extra 50c
\$15.00-\$29.99 extra \$1.00
\$30.00-\$49.99 extra \$1.50
\$50.00 and over — Nil.
Airmail extra \$3.00
Registered extra \$2.50

While we make every effort to have all articles featured in this ad. in stock, heavy sales, delivery delays etc. may occasionally force us to backorder. Write for details of our IMPORT SERVICE from WALTHERS and CHAMPION DECAL CO.



We welcome payment by **BANKCARD** or **AMERICAN EXPRESS**. Please include card number, expiry date, authorisation and signature. Do not send CASH through the Mail. For prompt service order on our order form (available free on request) with general enquiries on a separate sheet.

JORDAN HIGHWAY MINIATURES HO

011 Fire Hydrants (12 pieces)	\$1.10
101 Light Delivery Wagon	\$2.90
102 Standard Delivery Wagon	\$2.90
104 Buckboard Wagon	\$1.80
105 Beer Wagon and Clydesdales	\$6.65
106 Horse Drawn Hearse	\$4.35
213 Ford 1925 'T' Model Roadster or Pick Up	\$3.85
216 Ford 1925 'T' Model Panel Truck	\$3.25
217 Ford 1929 'A' Model Station Wagon	\$3.25
218 Fordson 1920 Farm Tractor	\$2.55
219 Fordson 1920 Industrial Tractor	\$2.55
304 Depot Baggage Wagon with Baggage	\$2.15

Jordan Models are moulded from high impact polystyrene in appropriate colours.

PERIOD MINIATURES N SCALE

2000 12 pane Window	(4) \$1.40
2001 4 pane Window	(4) \$1.40
2002 2 pane Window	(4) \$1.40
2011 Barrels	(10) \$1.40
2012 Milk Cans	(8) \$1.40
2016 Door with Transom	(4) \$1.40
2017 4 pane Window-small	(4) \$1.40
2018 Double Door	(3) \$1.40
2019 Single Door	(4) \$1.40

PERIOD MINIATURES are white metal castings.

FOR THE RAILWAY BOOKWORM From KALMBACH

All About Signals	\$2.50
HO Primer	\$5.00
Track Planning for Realistic Operation	\$8.45
764 Helpful Hints for Model Railroaders	\$4.50
Bridges and Buildings for Model Railroads	\$4.50
Scenery for Model Railroads	\$5.00
N Scale Track Plans	\$3.50
Track Plans for Sectional Track	\$2.50
How to Wire	\$5.50
101 Track Plans	\$4.00
Small Railroads You Can Build	\$4.00
Easy-To-Build Structures	\$5.00
HO Railroad that Grows	\$4.00
Practical Guide to Model Railroading	\$4.00
Easy-To-Build Freight Cars	\$3.50
N Scale Primer	\$5.50
Traction Guidebook	\$4.50
Practical Electronic Projects	\$5.50
Railroads You Can Model	\$5.00
How to Operate your Model Railroad	\$14.45
The Westinghouse Air Brake Story	\$3.00
Popular Model Railroads You Can Build	\$6.45
Railroad Station Plan Book	\$4.50
1928 Handy Railroad Atlas of the USA	\$5.45
Scratchbuilding and Kitbashing Model Railroad Stations	\$5.45
More Railroads You Can Model	\$6.00
The ABC's of Model Railroading	\$5.45
Creative Layout Design	\$12.45
Building Plastic Railroad Models	\$10.00
Modelling the Clinchfield in N Scale	\$5.00
How to Build Model Railroad Benchwork. NEW!	\$6.00
Our GM Scrapbook	\$11.45
The Second Diesel Spotters Guide	\$11.45
Diesel Spotters Guide Update — includes electrics	\$8.45
Classic Articles from Model Railroader	\$4.45
The Diesel from D to L	\$3.50
Journey to Amtrak	\$9.50

From other Publishers:—

U.P. Motive Power Review 1968-77	\$10.95
Colorado — Memories of the Narrow Gauge Circle	\$12.50
The Overland Route UPRR	\$10.50
Diesels of the Espee — Alco PA's	\$18.45
Southern Pacific — Bay Area Steam	\$19.95
Union Pacific Railroad — Freight Cars of the 1950's	\$10.95
The Hornby Book of Trains 25th Year Edition	\$15.95

From the Publishers of Passenger Train Journal Magazine:—

Passenger Train Annual No. 3	\$7.95
Passenger Train Annual No. 4	\$9.95

From CHATHAM PUBLICATIONS

The Southern Pacific Motive Power Annual series of books covering the years:—	
1966-67	\$10.35
1967-68	\$10.35
1968-69	\$10.35
1970	\$10.35
1971	\$8.95
1972	\$10.45
1973	\$8.95
1974-76	\$9.95
The S.P. Review 1977	\$10.95
The S.P. Review 1978	\$12.95

GRANDT LINE HO

5039 D&RGW Scale Turnbuckles	(24) \$1.40
5041 55 gall (US) Steel Drums	(12) \$1.75
5050 6 inch Queenposts	(32) \$1.40
5051 5 inch Queenposts	(32) \$1.40
5052 3 inch Queenposts	(32) \$1.40
5053 10 inch Queenposts	(32) \$1.40
5059 Outfit Car Windows	(8) \$1.75
5063 D&RGW Caboose Doors	(4) \$1.40
5069 D&RGW Coach Windows	(30) \$1.75

TROLLER CORPORATION

Transistorised Control Units for all Scales. Three models from Troller of the USA are now available in Australia. The model 3000 and model 5501 have been fitted with 240V Transformers. (S.E.C. approved.)

MODEL 2000 TRANSCAB

Hand held controller with 3 metres of cable. Transistorised. Overload and track voltage monitor. May be connected to any 8-220V AC power source.

Price: \$27.95

MODEL 3000 TRANSPAK 2.5

Transistorised Transformer controller. Overload and track voltage monitor. Input 240V AC. Output 12 Volts DC controlled, 12 Volts DC Uncontrolled and 16 Volts AC Uncontrolled.

Price: \$59.95

MODEL 5501 TWIN TRANSPAK

5. Dual Control Transistorised Transformer Controller. Overload and track voltage monitors. Two independent transformers. Input 240V AC. Output Two 12 Volts DC Controlled, 12 Volts DC Uncontrolled, 16 Volts AC Uncontrolled.

Price: \$84.95

Current:— Model 2000, Model 3000 each 2.5 amps. Model 5501 a total of 5 amps. TROLLER Controllers use a transistorised design called AUTOPULSE. The "pulse power" switch required by many other controllers is made obsolete by TROLLER'S Autopulse. The Overload monitor indicates short circuit and overheating problems. It is automatic and will reset once the problem has been eliminated. Track Voltage Monitor. Variable brightness light, indicates relative voltage without meters — can be useful for locating operational problems.

FOR THE SCRATCHBUILDER

This month yet another famous name, K and S Engineering, joins our ever-growing range of products for the Scratchbuilder. A full listing of K & S metal products is available on request — some examples are listed below:—

Brass Angle 1/8 x 1/8 x 12 inches ea \$1.00

Brass Angle 5/32 x 5/32 x 12 inches ea \$1.05

Brass Angle 3/16 x 3/16 x 12 inches ea \$1.35

Brass Angle 7/32 x 7/32 x 12 inches ea \$1.40

Brass Angle 1/4 x 1/4 x 12 inches ea \$1.75

Sheet Metal (4 x 10 inch sheets)

.005" Brass ea \$1.85

.010" Brass ea \$2.60

.015" Brass ea \$3.25

.032" Brass ea \$6.70

.008" Tin ea \$1.45

.016" Aluminium ea \$1.45

.032" Aluminium ea \$2.15

.064" Aluminium ea \$3.60

.025" Copper ea \$6.60

The range also includes round tube, channel, hexagonal brass tube, rectangular brass tube etc.

PLASTRUCT:—

Scale Plastic Structural Shapes and Components. Plastruct is ABS plastic, precision injection moulded or extruded. Can be sawn, blade-cut, drilled, sanded. Any type of paint, even lacquer, can be used. Brush or spray on. Available in angles, beams, channels, columns, tees, square, rectangular or round tubing, stairs, ladders, rails, pipe fitting, etc. PLASTRUCT is perfect for use with our range of Evergreen Scale Model plastic strips and siding.

PLASTRUCT Catalogue and price list 75c

PlastiWeld liquid plastic cement 2 oz \$1.55

We would never claim to have the whole range of any product line in stock all the time.

However, PLASTRUCT is one of the most "in stock" lines we carry!

FLOQUIL PAINTS

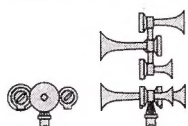
Floquil paints are designed for miniatures. Floquil and Flo-plaque colours are solvent-base — Polly S colours are water soluble. Floquil and Flo-plaque colours

1 oz bottle \$1.65

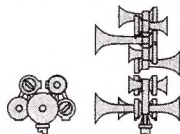
Polly-S water based colours 1 oz bottle \$1.65

DETAIL ASSOCIATES

AIR HORNS & BELLS



Air Horn, 3 Chime
Nathan M3
1601 pkg(2)



Air Horn, 5 Chime
Nathan M5
1602 pkg(2)



Lift Ring, EMD
3.5" Eye Bolt
1101 pkg(36)



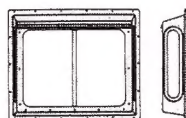
Lift Ring, EMD
F & E Unit Nose
1102 pkg(6)



Lift Ring, Flat
Mounts on Pilot Beam
1103 pkg(8)



Lift Ring Tabs, Roof and Side
Hood Mount
1104 pkg(16)

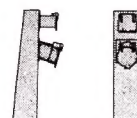


All Weather Window,
Double Type for GP, SD
2301

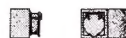
MU STANDS



MU Stand, EMD
Early GP Types
1501 pkg(2)



MU Stand, EMD
Early GP Type, High
1502 pkg(2)



MU Stand, EMD
Intermediate GP, SD
Single
1503 pkg(2)



MU Stand, EMD
Intermediate GP, SD
Double
1504 pkg(2)



MU Stand, EMD
Late GP, SD Type
Single
1505 pkg(2)



MU Stand, EMD
Late GP, SD Type
Double
1506 pkg(2)

Listed on this page is the complete range of Detail Associates parts which McBees had in stock at the end of April. Apart from the 'O' Scale parts and the 'N' Scale Backdrops it is also the complete range of Detail Associates parts available in the USA at that time! We would especially like to bring to our customers' attention the 'HO' Backdrops and the packages of brass wire (lengths of Straight brass wire approx. 12" long). Illustrations on this page are 1½ times HO.

HO SCALE DIESEL PARTS

1001 Oscillating Headlight, Pyle	\$1.30
1002 Oscillating Dual Headlight, Pyle	\$1.30
1003 Dual Headlight, Pyle — Late	\$1.30
1004 Dual Headlight, Pyle — Early Type	\$1.30
1005 Oscillating Headlight, Mars	\$1.30
1006 Dual Headlight, Mars	\$1.30
1007 Mars Dual Recessed Headlight	\$1.30
1008 Oscillating Dual Headlight, Mars	\$1.30
1009 Pyle Dual Recessed Headlight	\$1.30
1010 Headlight, Pyle — Large WP/CN/CP	\$1.85
1011 Dual Headlight, Pyle — EMD, SW	\$2.25
1012 Dual Headlight, Pyle — Conversion	\$1.30
All light sets contain jewels.	
1101 Lift Ring, EMD — 3½" eye bolt	\$1.50
1102 Lift Ring, EMD — F&E Unit nose	\$1.50
1103 Lift Ring — Flat	\$1.30
1104 Lift Ring Tabs — Roof and Side Hood	\$1.30
1105 Lift Ring — Switcher Side Hood Type	\$1.85
1201 Bell, EMD — Cab Mount	\$1.30
1202 Bell — Underframe Mount	\$1.30
1203 Bell — Side or Front Mount	\$1.30
1204 Bell — Western	\$1.30
1301 Cab Sunshade	\$1.50
1302 Sunshade — F&E Type	\$1.50
1401 Drop Step, EMD — Early GP/SD/SW	\$1.50
1402 Drop Step, EMD — Late GP/SD Type	\$1.50
1403 Drop Step, GE — U Series Type	\$1.50
1404 Drop Step, EMD — Dash 2 Series Type	\$1.50
1405 Drop Step, Alco — Short RS/RSD's brass	\$4.50
1406 Drop Step, Alco — Long, Century brass	\$4.50
1501 MU Stand, EMD — Early GP Type	\$1.30
1502 MU Stand, EMD — Early GP Type, high	\$1.30
1503 EMD — Intermediate GP/SD Single	\$1.30
1504 EMD — Intermediate GP/SD double	\$1.30
1505 EMD — Late GP/SD Type, single	\$1.30
1506 EMD — Late GP/SD Type, double	\$1.30
1507 MU Receptacles	\$1.30
1508 MU Airhoses	\$2.25
1601 3 Chime Air Horn, Nathan, M3	\$1.85
1602 5 Chime Air Horn, Nathan, M5	\$1.85
1603 Air Horn, Nathan P3/P5	\$2.25
1801 Radio Antenna — Can Type	\$1.30
1802 Radio Antenna — Whip Type	\$1.30
1803 Radio Antenna — Sinclair	\$1.85
1804 Radio Antenna — Wagon Wheel Type	\$3.75
1901 Air Vent — Round	\$1.30
1902 Air Vent — Flat, Roof or Side Mount	\$1.30
1903 Air Vent — Flat, Cab Roof Mount	\$1.30
1904 Air Vent — Dynamic Brake	\$1.30

HO SCALE DIESEL PARTS

2101 Spark Arrestor, Super-Flared	\$1.50
2102 Spark Arrestor — Round Type	\$1.50
2103 Spark Arrestor — Round Screen	\$1.85
2104 Spark Arrestor — ATSF Type	\$1.85
2201 Grab Irons — Set of 18 with NBW-wire	\$2.45
2202 Grab Irons — bulk package (48) wire	\$3.85
2203 Hex NBW — ¾" dia. bolt with washer	\$1.50
2204 Coupler Lift Bar — with Bracket — wire	\$2.25
2205 Coupler Lift Bar (10) wire	\$3.00
2206 Eye Bolt (36) wire	\$3.75
2207 SD-7/9, Ladder Kit — brass	\$3.75
2301 All Weather Window	\$2.25
2302 Cab Armrest — 24" Plain Type	\$1.30
2303 Cab Armrest — 24" & 36" Stepped	\$1.30
2401 Exhaust Stack, EMD — F3/F7/F9/BL2	\$1.30
2402 Exhaust Stack, EMD — Non Turbo	\$1.30
2403 Exhaust Stack, EMD — GP20/SD24	\$1.50

MODELLING AIDS AND SUPPLIES

2501 .006 Brass Wire (5)	\$2.90
2502 .008 Brass Wire (5)	\$2.90
2503 .010 Brass Wire (10)	\$2.90
2504 .012 Brass Wire (10)	\$2.90
2505 .015 Brass Wire (10)	\$2.90
2506 .019 Brass Wire (10)	\$2.90
2507 .022 Brass Wire (10)	\$2.90
2508 .028 Brass Wire (10)	\$2.90
2509 .033 Brass Wire (10)	\$2.90
2510 .040 Brass Wire (10)	\$2.90
2511 .046 Brass Wire (10)	\$2.90
2512 .052 Brass Wire (10)	\$2.90

HO SCALE DIESEL PARTS

2601 Number Board Stencils — brass	\$3.00
2602 Number Board — Alco Curved Back — metal	\$3.75
2603 Number Board — Alco Angled Back — metal	\$3.75
2701 Air Intake Grille, Farr — F&E Units — metal	\$4.50
2702 Cooling Fan Grille — Alco 64" dia. — brass	\$3.35
2703 Cooling Fan Grille — Alco 57" dia. — brass	\$3.35
2706 Horst Air Filters — Paducah	\$4.10
2801 Brake Cylinders for Diesel Trucks	\$2.60
2802 EMD Shock Absorber, snubber	\$2.25
2803 GE Shock Absorber, snubber	\$2.25

HO SCALE FREIGHT PARTS

6201 40' Running Board, Wood	\$3.75
6202 50' Running Board, Wood	\$3.75
6203 40' Running Board, brass	\$7.50
6204 50' Running Board, brass	\$7.50
6205 Running Board Corner Grab, wire	\$3.00
6206 Freight Car Air Hoses	\$1.50
6207 Freight Car Ladders, Long	\$1.50
6601 Passenger Car — Vestibule Grabs	\$1.85
6602 Passenger Car — Roof Grabs	\$1.85
6603 Passenger — Roof ladder Grabs	\$1.85

HO SCALE BACKDROPS

7501 City	\$8.95
7502 Downtown	\$8.95
7503 Industrial District	\$8.95
7504 Lumber Yards	\$8.95
7505 Estuary	\$8.95
7506 Tank Farm	\$8.95
7507 Oil Fields	\$8.95
7508 Farm Town	\$8.95
7509 Land	\$8.95
7510 Woods	\$8.95
7511 Forest	\$8.95
7512 Mountains	\$8.95
7550 HO Backdrop System Instruction Book	\$5.00

N SCALE STEAM PARTS

8001 Diamond Stack	\$1.85
8002 Flared Stack	\$1.50
8003 Sand Dome, Fluted	\$1.50
8004 Steam Dome, Fluted	\$1.50
8005 Bell, Loco	\$1.50
8006 Headlight, Square, Oil Type	\$1.85
8007 Headlight, Pyle Type	\$1.50
8008 Pilot, Tube Type	\$1.85

N SCALE DIESEL PARTS

8201 Cab Sunshade	\$1.50
8202 Headlight Dual, Oscillating	\$1.50
8203 Bell, Roof Mount	\$1.50
8204 Airhorn, 3 Chime	\$1.85
8205 MU Stand	\$1.50
8206 Drop Step	\$1.50
8207 Spark Arrestor, Flared	\$1.50
8208 Spark Arrestor, Round	\$1.50
8209 Headlight, Large Switcher	\$1.50
8210 Plow, High, Early	\$1.50
8211 Plow, Low, Late	\$1.50
8212 Plow, E&F Units	\$1.50

N SCALE DETAIL PARTS

8401 Brake Cylinder, Freight Car, K Type	\$1.50
8402 Oil Drums	\$1.50
8404 Old Time Gas Pump	\$2.25
8405 Tools, Photo-etched	\$2.25
8406 Brake Wheels, Photo-etched	\$2.25
'N' Scale parts are white metal or photo-etched brass.	

POSTAL ADDRESS:

P.O. BOX 144
COBURG, 3058
VICTORIA

McBEES

Hobby Centre Pty. Ltd.

TELEPHONE (03) 478 0038

ONE OF QUEENSLANDS LARGEST RETAIL STOCKISTS OF BOTH HO GAUGE AND N GAUGE ELECTRIC TRAINS AND ACCESSORIES.

VALLEY TOYLAND and HOBBY CENTRE

OUR RANGE COVERS:—

HO GAUGE, LIMA, RIVAROSSO, JOUEF, BACHMANN, LIFELIKE, TYCO.

N GAUGE, ATLAS RIVAROSSO, MINITRIX, LIFELIKE, PECO, BACHMANN, LIMA.

SOME OF OUR KITS:—

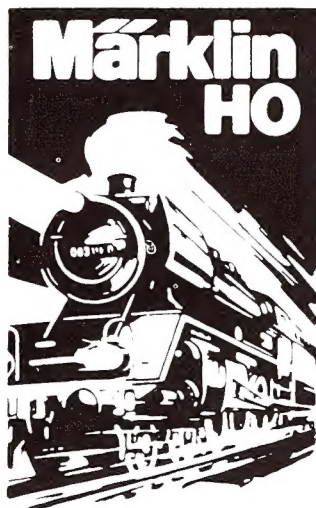
KIBRI — POLA — VOLLMER — VAU-PE — JOUEF — AIRFIX — LIFELIKE — RATIO — ROUNDHOUSE — TYCO.

CUSTOMER SERVICE IS OUR AIM — IF WE HAVENT GOT IT, WE WILL TRY TO GET IT!

CALL IN AND SEE OUR RANGE REPAIRS GLADLY DONE.

VALLEY CENTRE PLAZA, BRUNSWICK ST. 4006 Ph. 521005

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ESTD. 1897



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also HAMO 2 rail 12v D.C. Marklin locos.

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PROTOTYPES

LARGE SAE for LISTS
(Including monthly SALE Specials)
Please advise scale and prototype
required.



P J P PRODUCTIONS

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Phone (054) 28 2170



RAILWAY SPECIALISTS
▶ EXPERT REPAIRS ◀

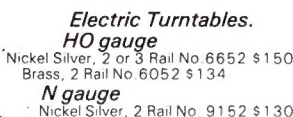


MAIL ORDERS: P.O. BOX 86,
MERMAID BEACH

2480 GOLD COAST HIGHWAY,
MERMAID BEACH, 4218 — PH.382103



These items suit all brands!!



Nickel Silver, 2 Rail No. 9152 \$130

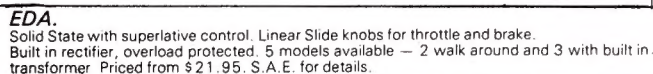
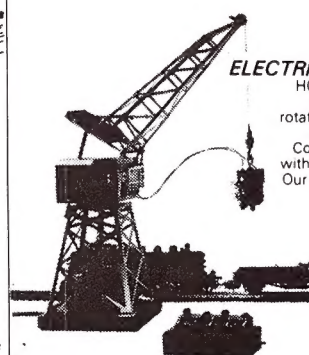
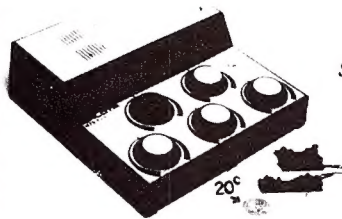


FIGURE 15

FIGURE 15
WALK AROUND
OPERATION



HO gauge remotely controlled rotating crane with lifting magnet. Comes complete with control panel. Our price \$98.00.



Marklin 3 rail and L G B. From \$250.00. Send 80c for details.

Multi-Train Controller
Drive five trains on
same track inde-
pendently of each
other 14v DC
system fully comp-
patible with your
existing layout
Models for all gauges
Special Receivers for
Send 80c for details

DO YOU KNOW !!! Fleischmann manufacture

	HO	N
Locomotives	52	34
Coaches	58	45
Goods wagons	75	49

AND EVERY ONE IS AVAILABLE FROM
 Marj and Bill - In fact we stock nearly every item
 in Fleischmann Catalogue. Send \$3.00 for your
 full colour 81 page Catalogue.

Remember - if Fleischmann make it - we stock it !!!!!



for **Z**, **N** and **HO** gauge
We can supply Crocs in Mini-Club, Arnold and
Mintrix in N — Hamo and Roco in HO and
Marklin 3 rail AC
Prices from \$99.00.
S A E for details



HO gauge models of Swiss prototype for 2 Rail and 3 Rail systems. Locomotives and Wagons have all metal bodies. Powerful motors give outstanding hauling performance. Locomotives from \$125.00. Rolling stock from \$16.90.

America's famous Autopulse all gauge controllers NOW available in Australia Patented transistorised controllers give excellent slow speed acceleration Track voltage and overload lights 3 models available from Hand held (with 3m cable) \$27.95 to Twin controller at \$84.95 Send S A E for details

CATALOGUES and Magazines Post Paid

Arnold — Price list only — N gauge	\$ 28
Fleischmann HO & N 1979/80	3 00
Hag HO gauge	80
Hamo HO 2 rail DC	28
Kibri Kits	1 50
Locomotion Controllers etc.	50
Marklin 1979/80 (HO, No 1 & Z)	3 00
Rivarossi — to N S W	8 90
Rivarossi — Interstate	10 20
Sauter Smoke generators	28
Vollmer Kits	2 50
Continental Modeller	2 00
Subscriptions Quarterly Magazines in German	
Fleischmann Kurier	\$10 00 P A Posted
Marklin Magazine	\$10 00 P A Posted

NOW!!!! no matter where you live, we can supply nearly every item in the HO range. We also stock Mini-Club and No. 1 gauge and offer spare parts and repair service.

AND remember our Locomotive Solid State controller with Inertia and brake specially developed for Marklin system. Just \$69.00

BILL WEBB

BILL WEBB MAIL ORDER

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PHONE (042) 29 5824

Showroom — 21 Meares Avenue, Mangerton.
Inspection by appointment only.

Please debit my Bankcard account number

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Signature _____

Expiry Date



SEUTHE

Add realism to your layout — Fit a Smoke generator to your Loco (steam or Diesel) house or factory.
Units to suit most makes of Loco in HO/OO, O and No. 1 gauge. We have Special units for Marklin, Fleischmann, Hamo, Roco, Liliput. Price \$8.00 each.
Also track and loco cleaning aids

Orders up to \$15, add 80c
Orders \$15 - \$50, add \$1.50
Orders over \$50, Post free
Air mail, registered or C.O.D.
please add extra cost
Lay by on 10% Deposit

Please forward
☐ PRICE LISTS
☐ DESCRIPTION

I enclose \$ _____ postal note/cheque

NAME _____

☐ HO or ☐ N
☐ CATALOGUE

P/Code

AMC

DISTRIBUTED PRODUCT

AMERICAN STEAM LOCOMOTIVES

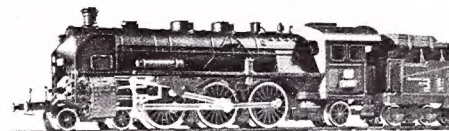
2260 Old Time 0-6-0 with tender Western & Atlantic -----	65.00
2261 Old Time 0-6-0 with tender Union Pacific -----	65.00
2262 Old Time 2-6-0 with tender Black, decals for different road names and numbers -----	65.00



2260

OLD TIME AMERICAN COACHES -----

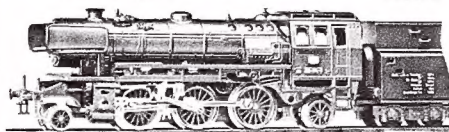
3611 Shorty Combine - Western & Atlantic	11.75
3612 Shorty Coach - Western & Atlantic	
3613 Shorty Combine - Union Pacific	
3614 Shorty Coach - Union Pacific	



2540

EUROPEAN LOCOMOTIVES

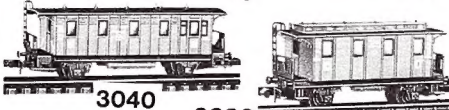
2052 Bo+Bo Diesel Electric, Red & Cream, suitable for TEE, 100mm long ---	79.95
2221 Old Timer 0-6-0 Tank Loco, BR69, for use with 4-wheel coaches etc. 60mm long -----	38.25
2223 Old Timer Prussian 0-6-0 with tender, Black, 105mm long, suitable for use with 4-wheel coaches and general purposes -----	67.50
2350 Co+Co Pantagraph Electric Loco TEE, Red/Cream, 123mm long -----	99.95
2465 Swiss Crocodile, 2-Co+Co-2, Ce 6/8 Pantagraph Electric, 121mm -----	175.00
2512 2-8-2 General Purpose Loco, German BR41, Black, 150mm, no smoke ---	142.50
2530 Bavarian Pacific, Green, S3/6, 160mm long -----	133.95
2540 Bavarian Pacific, Black, BR18.4, 160mm, suitable for Rheingold and KPEV Coaches -----	133.95



2231

4-WHEEL EUROPEAN COACHES

3030 O.T. 3rd, Prussian, End Platforms, Green, 55mm long -----	10.50
3040 O.T. 2nd/3rd, Prussian, End Plats., Green, 69mm -----	10.50
3050 O.T. Baggage Car, Platform one end, matches above, Green, 62mm -----	10.50
3080 Branch Line Passenger Coach, Green, flush ends, 70mm long -----	7.95
3081 Branch Line Coach, Blue/White, flush ends, 70mm long -----	7.95



3040

3030

EUROPEAN COACHES: RHEINGOLD 8-wheel

3302 Baggage Car, Violet, 105mm -----	14.95
3312 Violet & Beige, 1st Class, 128mm	16.50
3313 Violet & Beige, 2nd Class, 128mm	16.50



3302

ARNOLD rapido

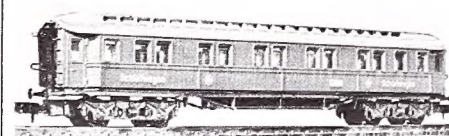
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3391

EUROPEAN COACHES: K.P.E.V., 8-wheel

3361 Sleeping Car, Red, 125mm long ---	15.50
3362 Baggage Car, Green, 125mm long, has four sliding doors -----	18.75
3370 Diner, Red, 125mm long -----	15.50
3380 Express 1st/2nd, Green, 125mm ---	15.50
3390 Express 3rd, Green, 125mm (T2) ---	15.50
3391 Compartment 3rd, (C4), Green ---	16.50
3392 Compartment 3rd, Violet & Beige -	16.50



3361

EUROPEAN COACHES: TEE - 8-wheel

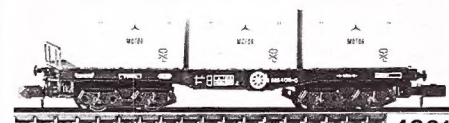
3810 Compartment Coach, 1st Class, Red/Cream, 165mm -----	15.50
3820 Aisle Car, Large single compartment, Red/Cream, 165mm long -----	15.50
3830 Bar/Lounge Car, Red/Cream, 165mm	15.50
3840 Dining Car, Red/Cream, 165mm ---	15.50
3850 Dome Car, Red/Cream, 165mm -----	20.95



3850

EUROPEAN FREIGHT ROLLING STOCK

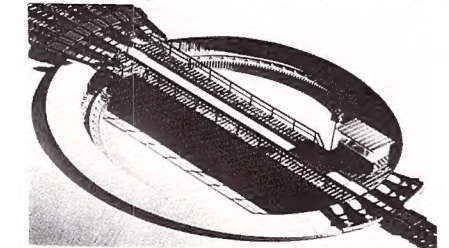
4480 Mine Hoppers, 4-wheel, operating, for use with Factory 6821 & un- loading ramp 6826 - 2 in pack --	8.75
4482 BASF operating side tipper, 4-wheel -----	19.75
4483 Self Unloading Hopper, 8-wheel --	12.95
4484 Operating Centre Flow Car, 4-wh.	16.25
4490 German Caboose, 4-wheel, Green --	7.95
4680 Talbot Non-operating Hopper, 4-wh.	10.50
4910 Well Wagon w/Transformer load ---	14.95
4931 Heavy Transporter, 24 wheels ---	19.75
4961 Bogie Flat Car with crates -----	10.50
4962 Bogie Flat with 7 rolls of sheet steel - DB -----	10.95



4961

TURNTABLE & ACCESSORIES

6381 Automatic Turntable with six tracks, takes up to 48 tracks by using snap on tracks 6383, 8 1/2" diam- eter -----	142.50
6383 Additional Tracks with stubs (3)	7.75
6387 Control Switch for 6387 -----	15.95
6338 Manual Turntable Kit, same look & dimensions as 6381 -----	53.75
6389 Motorising Kit for Manual T/Table	65.00



TRACK & GENERAL PURPOSE LINES

1010 Track - full straight, 222mm ----	1.25
1020 Track - half straight, 111mm ----	1.20
1030 Track - Quarter Straight, 55.5mm--	1.15
1110 Flexible Track, 666mm -----	3.95
1121 Telescoping Track - 99 to 123mm -	4.95
1160 Metal Rail Joiners (20) -----	1.95
1170 Insulated Rail Joiners (20) -----	1.95
1200 Insulated Gap Track, 222mm, gap in both rails -----	1.75
1210 Insulated Gap Track, 111mm, gap in both rails -----	1.75
1220 Gap Track, 222mm, gap in 1 rail -	1.75
1230 Gap Track, 111mm, gap in 1 rail -	1.75
1260 Electric Uncoupling Track, 222mm	10.95
1310 Curve, 192mm radius, 4 to circle	1.95
1320 Curve, 192mm radius, 8 to circle	1.25
1340 Curve, 192mm radius, 24 to circle	1.20
1420 Curve, 222mm radius, 8 to circle	1.25
1440 Curve, 222mm radius, 24 to circle	1.20
1530 Curve, 400mm radius, 12 to circle	1.20
1540 Curve, 400mm radius, 24 to circle	1.25
1630 Curve, 430mm radius, 12 to circle	1.35
1640 Curve, 430mm radius, 24 to circle	1.25
1720 Manual Double Slip Point (new type)	25.95
1721 Elect. Double Slip Point (new type)	32.50
1741 Manual Point, Left Hand -----	10.50
1742 Manual Point, Right Hand -----	10.50

1855



1853



1746 Electric Point, Left Hand -----	18.50
1747 Electric Point, Right Hand -----	18.50
1761 Manual Curved Point, Left Hand -	11.75
1762 Manual Curved point, Right Hand	11.75
1766 Elec. Curved point, Left Hand -	20.50
1167 Elec. Curved point, Right Hand	20.50
1791 Point Motor, Left Hand for 1700 & 1733-34 series -----	8.50
1792 Point Motor, Right Hand for 1700 & 1733-34 series -----	8.50
1796 Point Motor, Left Hand for 1720, 1740 & 1760 series -----	9.95
1797 Point Motor, Right Hand for 1720, 1740, & 1760 series -----	9.95
1810 Track with buffer stop -----	2.75
1811 Steel Buffer Stops (2) -----	4.50
1812 Old Wooden Buffer stops (2) ----	3.50
1853 Left Hand Crossing, 15° -----	9.75
1854 Right Hand Crossing, 15° -----	9.75
1855 Crossing - 30° -----	5.95
1856 Crossing - 90° -----	7.95
1900 Re-Railer -----	.95
1910 Track Spikes, Box of 500 -----	2.25
1920 Wood Screws for mounting bridge- heads etc. - (50) -----	1.95
1930 Track Ballasting Set with ballast & adhesive tape -----	5.50
6386 Interchange pieces for joining to other track brands (10 pieces)	3.50
7100 Track Leads - 2 wires attached to rail joiners -----	1.25
7110 Power Connection Clips ----- Ea.	.75
Box of 10 -----	6.95
7220 Point Control Switch with lit indicators (two) -----	11.25
7230 Control switch for Double Slip -	7.95
7240 Switch with two push buttons for signals, relays, uncouplers etc.	7.25
7250 Double Throw Double Pole Switch with symbol card -----	7.50

1811



Prices shown in this advertisement are recommended prices only and there is no obligation for dealers to comply with the recommendation.

from good hobby shops everywhere

TRACK & GENERAL PURPOSE LINES (CONT.)

7252 Shunting Switch for Simplex Couplers	11.95
7260 Universal Control Panel with six switches	9.95
7310 Lighting for 3850 TEE Coach	9.50
7361 Linear Lighting for 165mm coaches - includes contacts (6" long)	12.25
7362 Linear Lighting, 4½" for shorter coaches, includes contacts	12.25
7371 Rear End Lighting Contacts	5.25
7390 Smoke Unit as used in Loco 2510 (May be used in Factories, houses and other places)	16.50
7440 Track Contact Activator for gates, relays etc.	7.25
7452 Impulse Relay - to 18v A.C. or D.C., switching capacity to 2.5 amps, two change over contact sets (Double Pole Double Throw)	25.75
7681 Twin Cable for block tracks, 5m	1.25
7688 Resistors for track separation etc. five in pack	1.75
7689 Switching Diode for shunting tracks etc.	2.75
7693 Multi Train Control	119.95

7260



7960 Globe for switch controls Nos. 7220, 7230, 7240	1.00
7998 Lubricating Oil - Phial	.85

STANDARD SPARE PARTS

MOTORS	
0201-075 for 2010	15.50
0224-030 for 2242	18.50
0231-080 for 2310, 2321, 2322, 2330, 2452, 2452	17.50
0251-013 for 2510	19.50
0253-020 for 2540	23.50
0294 for 2950	17.50
0774/2 for 2350	19.50
0775 for 2910	21.50
0776 for 2260, 2261, 2262	19.50
2022-020 for 2023	17.50

MOTOR BRUSHES	Per Pair .50
0781 for 2242	
0782 for 2010, 2023, 2310, 2321, 2322, 2330, 2451, 2452, 2510, 2950	
0783 for 2054, 2350	
0784 for 2221, 2231, 2250, 2260, 2261, 2262, 2530, 2540, 2910	

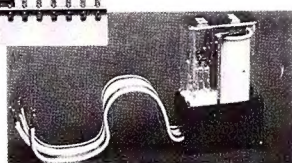
GLOBES	Each 1.00
0793 for 2231, 2530, 2540	
0797 for 2010/23/54, 2310/21/22/30/50, 2451/52, 2512, 2910, 2950	
0798 (red) for 2910, 2950	
7960 for 7220, 7230, 7240 control switches	

TRACTION TYRES	Each .25
0201-56 for 2010, 2022, 2023	
0202-52 for 0205, 2052, 2053, 2054, 2310, 2321, 2322, 2330, 2340, 2350, 2410, 2412 & 2413	
0221-52 for 2530, 2540	
0251-56 for 2451, 2452, 2510	

7440



7452



DUMMY CATENARY

(USE VOLLMER FOR WORKING GEAR)	
6050 Catenary Masts - ten	5.75
6051 Catenary Mast Bases for use on bridges etc. - ten	1.95
6052 Tower Masts - four	6.50
6053 Tower Mast and cross suspension assortment	8.50
6054 Rubber Thread (imitation wire) Per Roll	2.25
6059 Overhead Mast Kit - 10 masts with various, interchangeable make-up possibilities	5.75

BRIDGES ETC.

6100 Straight Bridge Deck - 222mm	4.95
6110 Curved Bridge Deck - 192mm rad.	4.95
6121 Curved Bridge Deck - double track 192mm & 222mm radius	5.75
6125 Flexible bridge Railings Kit (10 x 222mm railings & supports)	3.75
6170 Three Span Bridge - 390mm	7.75
6180 Box Girder Bridge with piers 333mm	7.95
6181 Large Box Girder Bridge with Bridgeheads - 444mm long	14.95
6182 Bridge Portals - O.T. Brick	10.75
6190 Steel Arch Bridge - 444mm long	13.25
6221 Piers for sloping ramp - 4% grade - 0 to 50mm to 0	6.95
6222 Short Piers - 20mm high (10)	6.50
6223 Long Piers - 50mm high (10)	7.25
6224 Bridge Abutments - Pair	4.50
6260 Masonry Viaduct - 4 arch, 222mm	6.50
6270 Masonry Bridge - 2 arch, 222mm	6.50
6280 Concrete Arch Bridge - 222mm	6.50

6280



6180

FREIGHT HANDLING & LOADS

6420 Weighbridge Shed & Scale	4.95
6430 Freight Shed with top lights	5.75
6432 Goods Shed with two platforms & other accessories	24.50
6440 Goods Shed with ramp & crane	10.25
6490 Six assorted freight loads	4.25



6440

6430



SIGNALLING

6450 Old Time Signal Cabin	7.25
These signals are working models using modern fibre optic lighting systems with globes etc. projecting under the baseboard. They are easily mounted and virtually plug into the baseboard.	
7602 Block Signal	17.50
7603 Main Signal	19.75
7610 Distant Signal	23.75
7622 Track Locking Signal - tall	16.25
7623 Track Locking Signal - dwarf	15.75

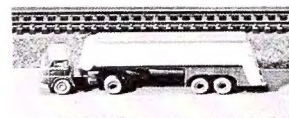
PASSENGER STATIONS & PLATFORMS

6435 Platform kit with canopy 570mm	8.25
6462 Station Building with platform etc. "Winsen" - 260 x 120mm	22.95

ROAD VEHICLES, FACTORIES, SERVICE STATIONS ETC.

6480 Saw Tooth Roofed Factory	5.75
6570 Shell Service Station	4.95
6573 Highway Maintenance Kit - signs, barriers etc. etc.	4.95
6608 Construction Site Trucks - Four Unimogs	5.75
6630 Mercedes Benz Buses - two	7.25
6650 Aral - Semi-Trailer Tanker	4.75
6670 Henschell Tractor & 12 wheeled Flatbed Trailer	5.95

6650



AUTOMATIC FACTORY & UNLOADING FACILITIES

6821 Operating Factory Complex	59.95
6823 Automatic Hopper	9.95
6825 Imitation Coal	2.75
6826 Unloading Ramp for use with special wagons	9.50

CITY BUILDINGS

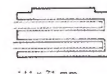
6797 City Apartment House	6.50
6798 City Flats, 2-storey	6.50
6799 City Flats, Offices etc.	6.50

LOCO HOUSING & SERVICE FACILITIES

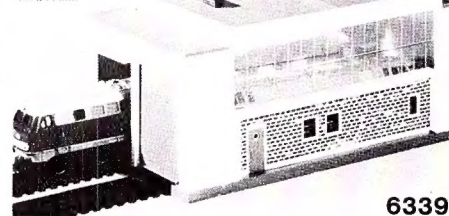
6300 Crossing Boards & Water Crane	6.50
6310 Water Tower with pumphouse	7.25
6331 3-stall Loco Shed, takes two locos to 150mm & one to 90mm	20.75
6333 Steam Loco Shed - 2-stall	14.50
6336 Old Time Engine Shed, single stall	7.50
6339 Diesel Loco Shed	14.25
6350 Coal Bins with crane	6.75
6354 Overhead Coaling Stage	15.95
6384 5-stall Roundhouse	52.50

STENCILS, CATALOGUES ETC.

0024 Stencils for Trackplans	13.95
0025 Stencils for Control Panels	13.95
0051 Show Case with clear front for display of models	15.00
ILLUSTRATED CATALOGUE	2.00



144 x 71 mm



6339

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OTHER LINES FROM ARNOLD RAPIDO MAY BE IN STOCK OR COMING, BUT IN ANY CASE WILL BE AVAILABLE TO SPECIAL ORDER AND WILL BE OBTAINED AS SOON AS POSSIBLE.

ASK YOUR DEALER FOR THE 'B' LIST.

FOR TRADE & GENERAL ENQUIRIES: AUSTRALIAN MODEL CRAFT CO., 577 DEAN STREET, ALBURY. N.S.W. (P.O. BOX 118) 2640 Phone (060) 21 2473

from good hobby shops everywhere

EXHIBITIONS

BATHURST — NSW June 14, 15 at the Bathurst Technical College, Howick St, Bathurst. Open (Sat) 7.30-10pm, (Sun) 9am-4pm. Admission 75c/25c. Organised by the Central West Railway Modellers Association.

STRATHFIELD — NSW June 14, 15, 16 at the Strathfield North Public School, Cnr Concord Rd & Correys Ave, North Strathfield. Open (Sat) 10am-7pm, (Sun) 10am-6pm, (Mon) 10am-5pm. Admission 80c/40c. Organised by the Sydney 'N' Gauge Model Railway Club.

BLACKTOWN — NSW June 14, 15, 16 at St Patrick's Hall, Patrick St, Blacktown. Open (Sat) 9am-6pm, (Sun) 10am-6pm, (Mon) 9am-5pm. Admission \$1/50c. Organised by Prospect Model Railway Club.

FRENCHS FOREST — NSW. July 19, 20, at Frenchs Forest Primary School, adjacent to Arndale Shopping Centre, Frenchs Forest. Open (Sat) 9am-6pm, (Sun) 10am-5pm. Admission \$1/50c. Organised by North Shore Railway Modellers Association.

CASTLE HILL — NSW. July 26, 27 at the Castle Hill Community Centre, Cnr Old Castle Hill Rd & Old Northern Rd, Castle Hill. Open (Sat) 9am-6pm, (Sun) 10am-5pm. Organised by the 4th Castle Hill Scout Group.

SYDNEY — NSW. October 4, 5, 6, at the Wesco/Ford Pavilion, RAS Showgrounds, Driver Avenue, Moore Park. Open (Sat) 10am-8.30pm, (Sun) 10am-6pm, (Mon) 10am-7pm. Admission \$2/\$1. Organised by the NSW Branch of the Australian Model Railway Association.

CANBERRA — ACT. November 15, 16 at Phillip College, Woden Valley. Organised by Canberra Model Railway Club.

BOX HILL — Victoria. December 6, 7, at Box Hill High School Memorial Hall, Cnr White Horse & Middleborough Roads, Box Hill. Open (Sat) 10am-9pm, (Sun) 10am-5pm. Admission \$1/50c. Organised by the Mont Valley Modelling Group.

If you are reading this short note you will realise that we at A.M.R.M. are short of small articles. If you are still reading this it is hoped that you will put pen to paper immediately, and send A.M.R.M. your favourite hint.

BACK ISSUES

The following issues are available subject to prior sale:—

- No. 1 — April/May, 1963 (Reprint)
- No. 39 — July/August, 1969
- No. 40 — September/October, 1969
- No. 41 — November/December, 1969
- No. 44 — May/June, 1970
- No. 54 — January/February, 1972

All the above are available at the price of 45c each, including post and packaging.

No. 74 — September/October, 1975

The above issue is available at the price of 60c each, including post and packaging.

No. 78 — May/June, 1976

No. 80 — September/October, 1976

Issues 78 and 80 are available at the price of 70c each, including post and packaging.

No. 82 — January/February, 1977

No. 83 — March/April, 1977

No. 84 — May/June, 1977

No. 85 — July/August, 1977

No. 86 — September/October, 1977

No. 87 — November/December, 1977

Issues 82 to 87 are available at the price of 90c a copy, including post and packaging.

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to

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GARTH SELKIRK

BOX 336, G.P.O.
SYDNEY, N.S.W. 2001
Phone (02) 240 1314 Business Hours
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LOCO OF THE MONTH CASEY JONES 4-6-0

FORMERLY MADE BY VARNEY...
NOW BOWSER ALL METAL KIT
COMPLETE WITH FIVE POLE
MOTOR, PLATED VALVE GEAR
AND TENDER.

R.R.P. should be \$83.93

OUR PRICE (including post)
\$75.28

Will Trade A.H.M. — ANY
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P.O. Box 33, WILLETTON, W.A.
6155.

A.M.R.M.

MAY/JUNE, 1980
Issue 102, Vol 9, No 9
AT ISSN 0045-009X

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MODEL RAILWAY CONVENTION

A model railway convention will be held at Camp
Saunders Conference Centre, Macquarie Fields,
NSW on the weekend of 1st and 2nd November,
1980. As with the two similar conventions held at
Camp Cary in May, 1979 and October, 1977, this
convention will be organised with family involve-
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COMMENT

Passenger services are the shop window of railway operations, and are quite often the yardstick by which the public appraises a railway system. Many modellers, like the community in general, are attracted by the principal expresses thundering along the trunk lines, and seek to recreate these workings on their empires in miniature. But passenger trains fall into several categories which could be broadly described as long distance, intercity, interurban, suburban and rural.

Long distance services are primarily tourist oriented, examples being the 'Indian Pacific', the 'Trans-Australian' and the 'Ghan'. Several of the trains listed below in the intercity category could also be considered in the context of tourism.

Intercity trains are those which connect major population centres. Australia is richly endowed with this sort of train, ranging from overnight expresses such as the 'Overland', 'Southern Aurora' and 'Gold Coast Motorail' to daylight turns like the 'Prospector', 'Intercapital Daylight' and the 'Newcastle Flyer'.

The term "interurban", when used in Australia, usually refers to a train which permits long distance commuting

between dormitory areas and city centres. I am thinking here of runs such as Gosford — Sydney, Katoomba/Springwood — Sydney and Geelong — Melbourne.

Suburban trains are those involved in commuter operations within city and metropolitan areas. Locations like Sydney and Melbourne, naturally, offer the greatest variety of rolling stock in this category, but other cities may well give good modelling value.

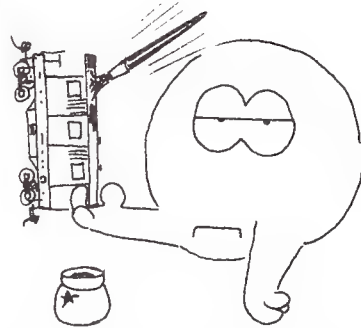
Rural services have greatly diminished over the past 20 years. A few interesting examples remain, however; but they are a dying breed, notwithstanding any fuel crisis, and should be recorded as soon as possible.

Within the above categories of passenger trains, there are many interesting vehicle types and operational patterns. The wide variety of carriages and vans now on the market, coupled with the availability of coaching stock drawings from railway authorities, provide the opportunity for the Australian modeller to accurately copy many sorts of passenger train, and thus give variety on his or her layout.

Paul Rogers

A.M.R.M.

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"Dear Sir,
In reference to your enquiry on
our fast dry epoxy paint . . ."

ON THE COVER: In South Maitland Railway territory Ian Thorpe photographed twin Ten class locomotives hauling an enthusiast special tour.



Above: The NSWGR LFX vehicle, built by David Allen, is an MRC kit using PMH bogies. The paint is a mixture of Humbrol Crimson Lake and 110 Red, with Interior Stone used for the buff stripes. A diagram was obtained from the PTC Archives for detail reference. AMRI and RTM decals finished the model, which is shown here on the scenic diorama at St George Hobbies.

Right: Stock crossing or six pigs head a C30! Allan Brown is responsible for composing the scene (and also the photographer) which, while featuring a Berg's C30 and a few porkers, displays in the background Ron Cunningham's model of Waterfall weigh-bridge shed, the construction of which will soon be featured in AMRM. The photo was taken with Allen's layout as surrounding scenery.



from good hobby shops everywhere

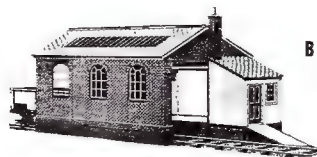
SUPERQUICK
MODEL KITS

for

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A7

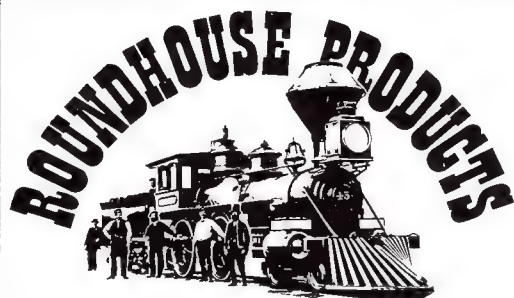


B27



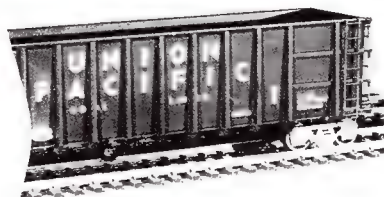
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Two views of Essenhalt Station. The footbridge was scratchbuilt as were the shops and tavern in the rear of the left photo. In the foreground is a Hotel which was converted from a station kit and is now complete with a roof top pool party.

The Williams Family's N Scale Layout

A Dual Prizewinner From Perth.

Article written by: Maureen Williams

Photographs by: Jack Stanbridge

Our layout now boasts the distinction of the Bill Gardner Cup for the Best Model Railway at the A.M.R.A (W.A.) Exhibition and also the A.M.C. trophy for the Most Popular Exhibit at the October 1979 Perth Exhibition.

Although we have only been modelling for 2½ years, this hobby has become a firm family favourite. The layout is set up in the "train room" and is run frequently by both ourselves and our two children, aged 8 and 5.

The Layout

It is an open plan design measuring 8' x 4' depicting our impression of an area in Southern Germany. The track plan is the brainchild of my husband, Roger, and is similar to our first layout, which we subsequently dismantled to build this layout. It involves four independent circuits which are also inter-connected to provide one large

continuous circuit through a master switch bank at the control panel. There is approximately 25,000 scale feet of track and 18 electrically operated points.

There are over 50 switch movements operable from the control panel, each designed to achieve a special effect. Over twenty home made electronic modules are inbuilt to produce these effects. Each circuit is powered through transistorized throttles, also home made. The control panel is activated by five transformers using the various A.C./D.C. outlets of each. The layout, at full operation, draws approximately 12 amps from these transformers.

The layout has taken 10 months to reach the present stage, as seen at the Exhibition.

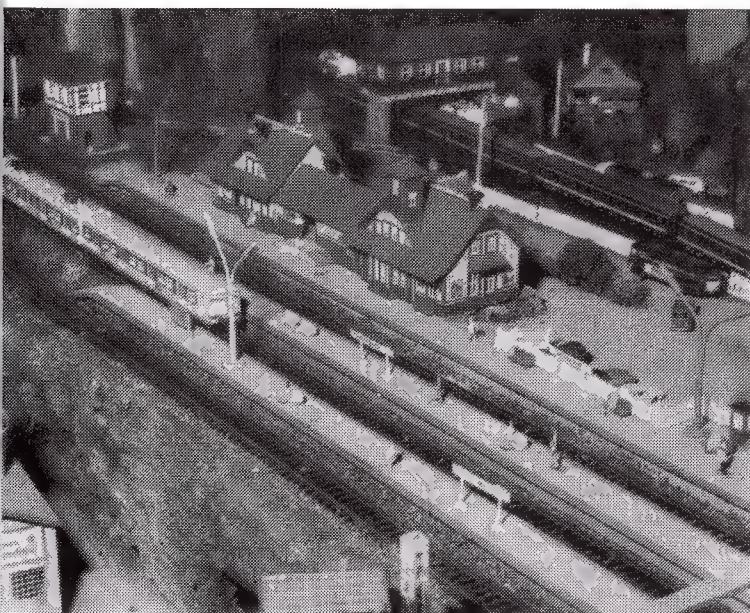
Construction

The basic material used was 3 ply for the

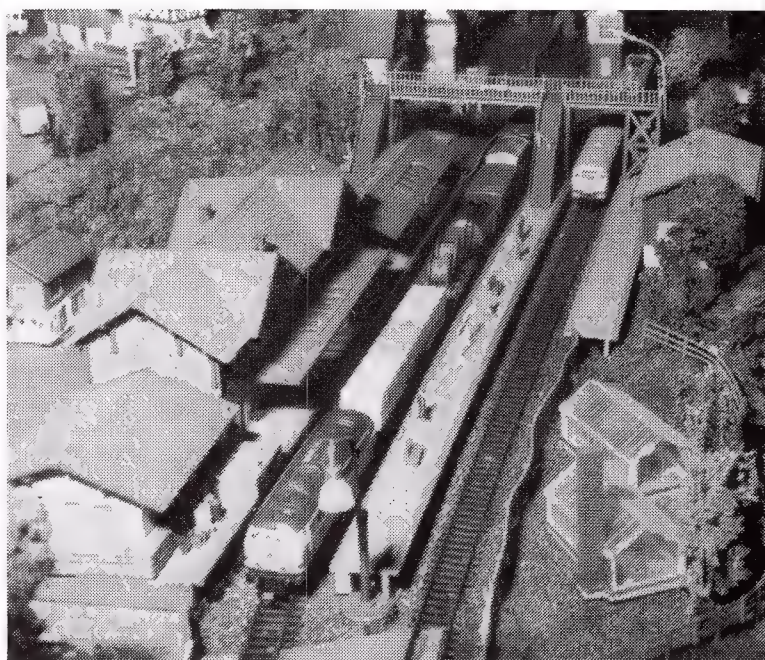
track beds over a framework of 2" x 1" pine. One circuit at a time was laid and completed before going on to the next circuit. When all circuits were laid and running work then commenced on the scenery.

Scenery

Fly screen wire has been used to form the mountains. This was covered with a mixture of plaster and wood shavings (to achieve a chunky appearance) and pine bark pieces were set into the wet plaster at various places to simulate rock outcrops. The plaster was coloured with Rit fabric dye as it was mixed to avoid any white patches which might occur. After construction of the mountains, all areas were spray dyed an appropriate colour and scatter material added. All trees on the layout are home made, using either lichen or plastic Christmas tree fronds, coated with



Three coach railcar set passing Heidimoor Station which is the combination of two kits. The left hand portion of the building lifts off to reveal the electronic module for the fire engine siren allowing for easy maintenance and adjustment if necessary.



A goods train is preparing to leave Essenhalt Station. The pedestrian overbridge is scratchbuilt.



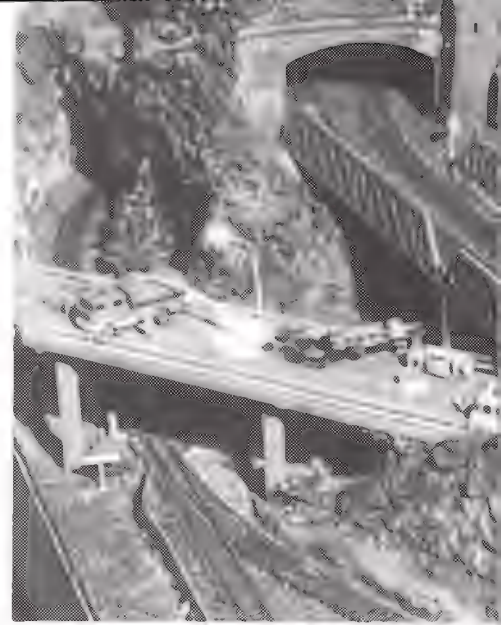
The Eidelweiss local 0-4-0 leaving Essenhalt Station. The station building is a combination of two kits to make a suitable sized building.



A DB express diesel hauled passenger train is passing the signal cabin while the Eidelweiss local passes over the Waterfall near Weissberg Station. The rockwork around the waterfall tunnel is made from plaster and wood shavings over fly wire gauze.



An express passenger approaches Heidimoor Station. The local waits in the station. The footbridge was scratchbuilt.



The accident scene on the highway includes a fire truck spraying foam on the oil.

aquadhere and covered with coloured sawdust.

Kits

Buildings on the layout, which number approximately 60, are commercially obtained from Vollmer, Pola and Kibri, with a few odd exceptions of completely scratchbuilt models, namely the pedestrian over bridges, the tavern in the town area and the adjoining shop. However, all kits have been modified and suitably painted.

An extensive lighting system is incorporated in the layout to highlight the buildings. There are over 120 individual lights which operate on various circuits. Further highlighting the layout is the addition of over 150 figures, both Merten and Peco and over 50 vehicles.

Superdetailing

This plays a very important part in our layout. Some of these features include an accident scene on the highway with a fire engine spraying "foam" on the spilled oil. Also attending is an ambulance with a back up of police car, fire engine and tow truck. All vehicles have flashing lights and, at the flick of a switch, a choice of sirens.

Most buildings have interior detail, to name a few — the pastor's house features carpet in the hallway, a "mirror" on the wall and a vase of flowers on the hall stand. The church has stained glass windows and the modern hotel (purchased as a station kit) as well as interior detail, has a pool party on the roof. Smoke can also be seen curling from the smoke stack in the industrial area.

Our aim, which we feel we have achieved, was to present an authentic 3D layout with as much realism as possible.

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In this article I hope to pass on one of the biggest breakthroughs in Queensland Modelling. Like many other Q.R. Modellers, I've always dreamed of having a good running and good looking model of a BB18¼. I hope the following will help you make a good loco better.

This article is not a blow by blow description on scratchbuilding or converting. There have already been several articles dealing with this. If normal common sense rebuilding is used no serious problems should occur.

Notes on the history of the model of 1079 (Sn3½)

I started modelling in 1965 with a Tri-ang train set, but since that time, I've had an interest in modelling the Queensland Railways. As steam left the scene in the late 60's my interest increased and I joined the ARHS Qld. Div. In 1971 I remember asking for a BB18¼ at a Brisbane Hobby Store. When they had stopped laughing, I was told there was no such animal.

About this time, Max Chaseling's article on HO $\frac{3}{4}$ BB18¼'s converted from TT French Pacifics (AMRM Sept. — Oct. 70) came to my notice. But TT Pacifics were just as rare as BB18¼'s in the hobby shops. Soon after I bought a Lima 2-8-2 which was easily converted to a (Sn3½) QR's AC16. Also about this time I obtained a Unimat which has given wonderful service to this day.

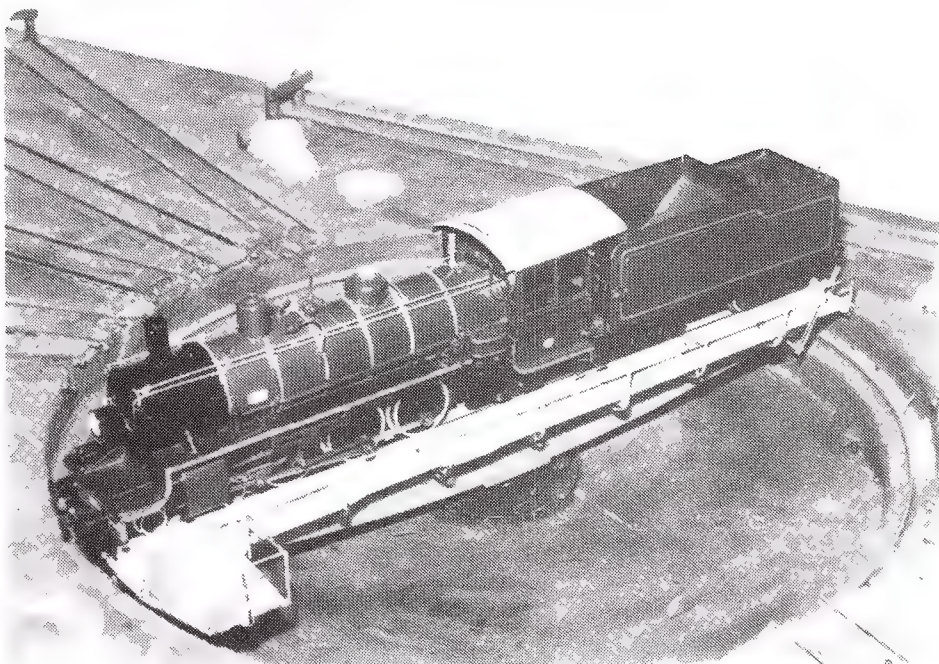
I have always admired Steve Suggit's fine Sn3½ 1/64th QR Locos. Years ago his models were always involved in the QR's displays at the RNA Show and City Hall Hobby Exhibition. So I joined the AMRA Qld. Branch to find out more. I found Steve and the members very helpful, but the precise workmanship seemed way above my head. So I decided that there must be an easier way. (Converting a loco). There were quite a few mechanisms around which I tried or just looked at, but none were really suitable due to cost or just too much mucking around.

In 1974, I came across the Tyco pacifics which had a good robust mechanism at reasonable cost. I built 5 locos from these mechs, they were BB18¼'s, 1072, 1079 and 1088 with B18¼'s 842 and 843. These were great locos except for one thing, which was that the driving wheel diameter was two or three millimetres too large. If one compares a photo of the prototype and the Tyco model, you may be able to see this point. On the prototype the top of the driving wheel is level with the bottom of the air reservoir. Compare the Tyco based model with the Lima based one and you can see what a difference correct driving wheel diameters make. So when Lima brought out their HO scale C38 it signalled an end to the long search for a good mechanism.

Converting a C38 into a BB18¼

The model of 1079 has a lot of scratch building involved, as only the loco mechanism of the C38 is used in the model of 1079. I have found the Lima mechs very adaptable and have good running characteristics, but you have to be careful that the plastic frames do not become twisted when fixing to the boiler as slipping of the driving wheels or gearing may result. I have included a plan of the model of the Sn3½ BB18¼ No. 1079 using a C38 mechanism.

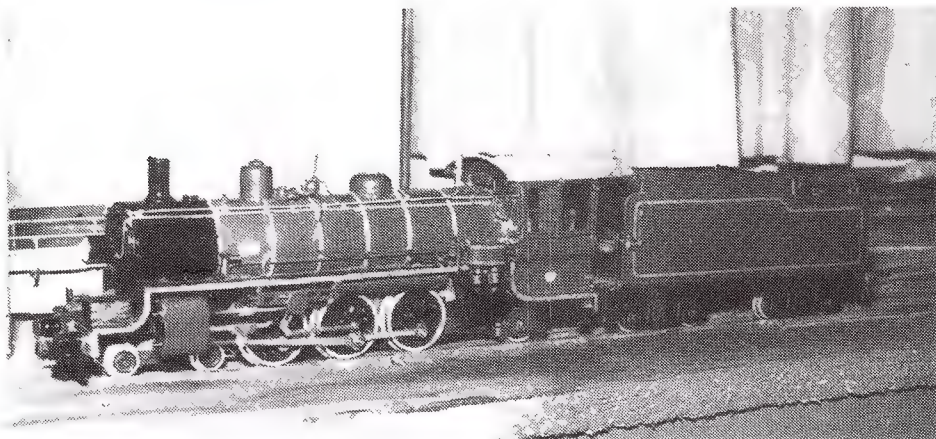
The boiler was turned down from 1½ inch O.D. 16 gauge brass tube. It has an ⅛th" brass plate soldered on one end before turning, and a ⅛th" hole can be drilled in this plate, after the tube is in the lathe and running true. This hole can be used for support while turning the boiler down to 1 1/16th" with the boiler bands & smokebox door detail included. Later on the ⅛th" hole can be used for headlight wiring. After turning the boiler it can be cut off at the firebox end and after a cut



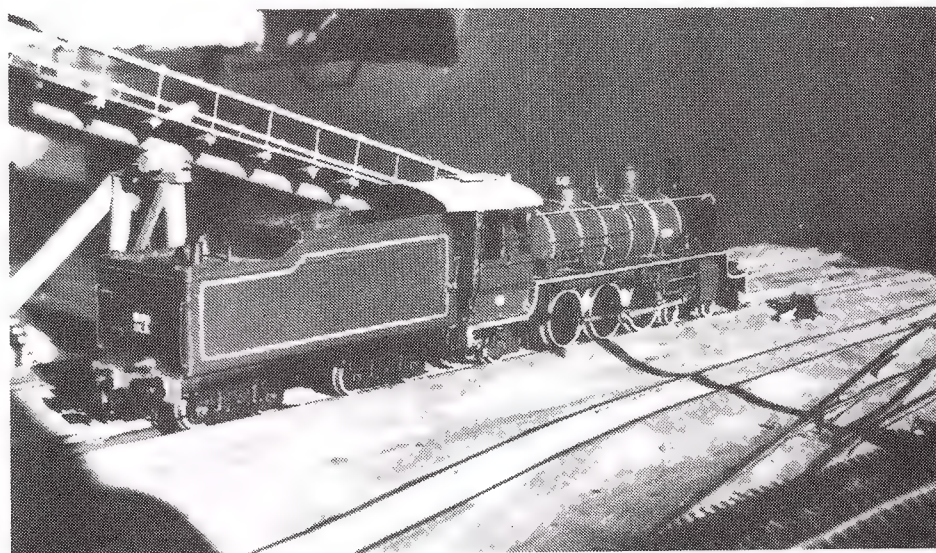
This photo shows a top view of 1079 as she rests on a loco depot turntable.

BUILD A BB18¼ FROM A C38 IN Sn3½

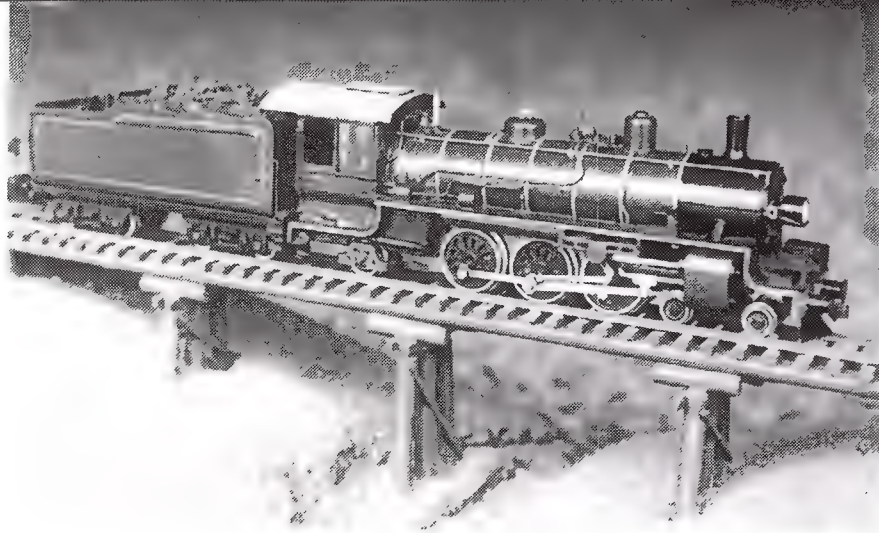
by Steve Malone



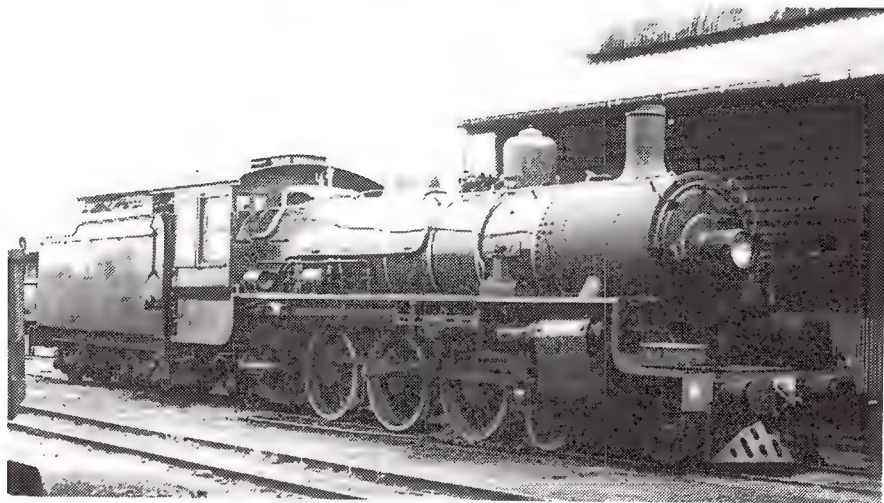
Sn3½ 1079 at the loco depot.



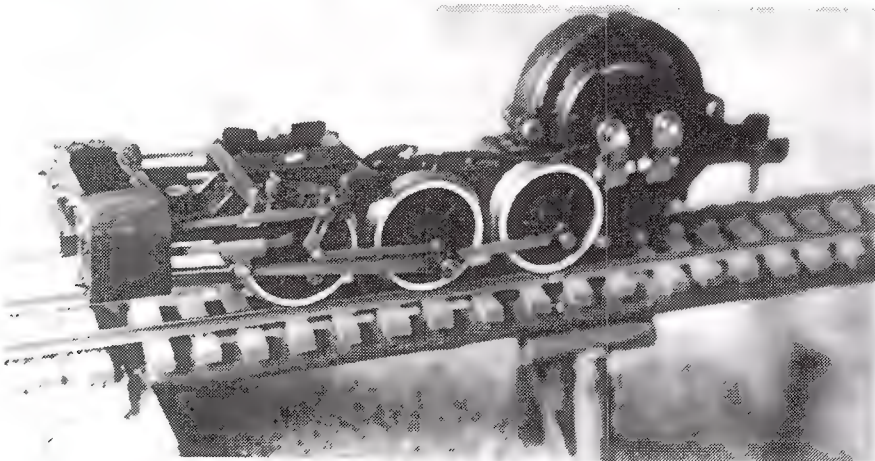
1079 sets back to fill her tender up from the cable operated coal stage.



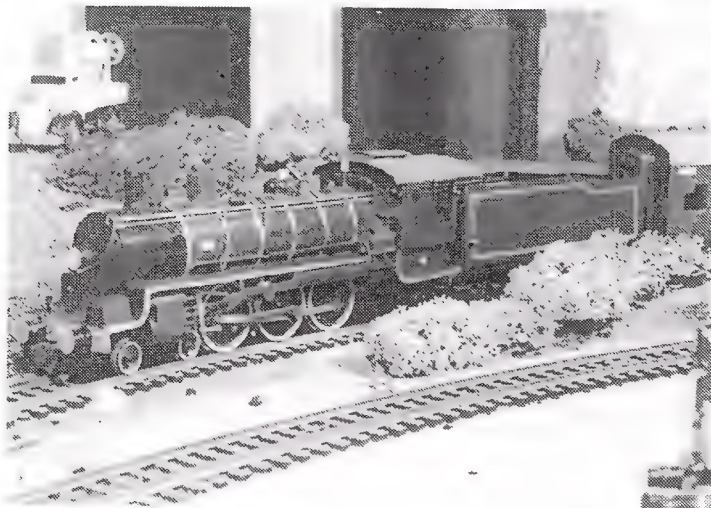
The driver's side of 1079



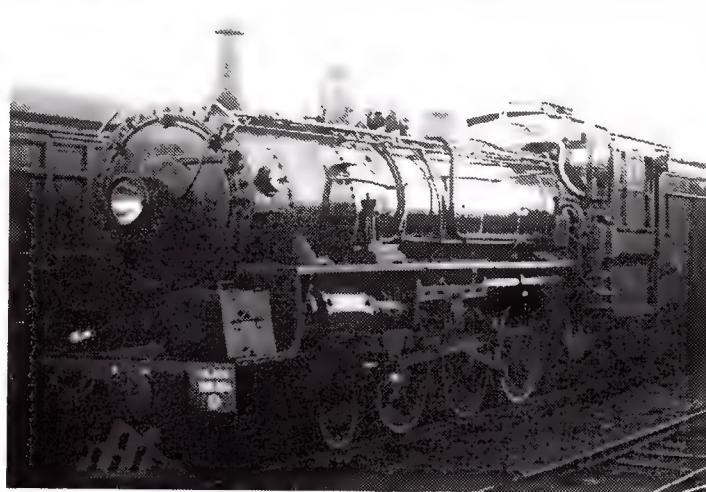
No. 1079 rests at Ipswich railway workshops 22/9/78.



A photo of a mechanism ready to be fitted to the top of the loco.



A photo of a Tyco Pacific based BB18 1/4 No. 1079.



BB18 1/4 1079 at Mayne Car Shed 23/9/78 5.30 a.m., ready to work an ARHS train to Toowoomba.

along the bottom of the boiler and a cut up the front end of the firebox, the sides of the firebox can be straightened so they are parallel and point downward. All other round items on the loco are also turned from brass and soldered with a gas flame (for larger fittings) and 80 watt soldering iron was used for the smaller items and all sheet work.

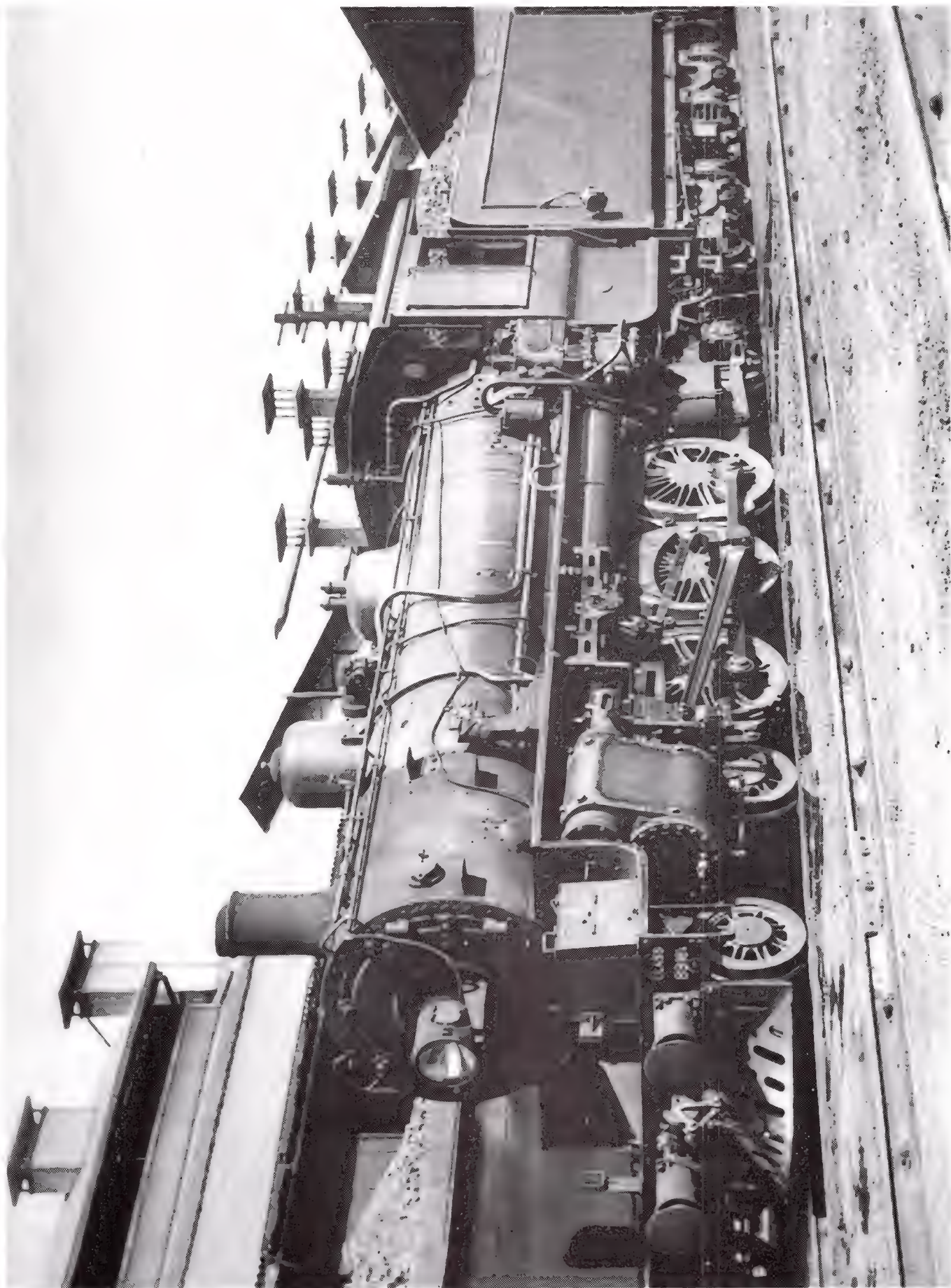
I have also included drawings of the turbo generator and the main steam valve, the two types of clack valves used and a template of the cab panels. Fig. 1. shows a reflected view of the right hand side of the loco and the way in which the top is fitted to the chassis. I hope the few photos of 1079 in service will help to show you points of detail and the general idea of the whole loco.

A problem I have found using Lima mechs is fitting the large motor. I usually turn the brush holding springs so they hang downwards. This usually helps fitting the motor into the firebox. The lower part of the motor and the gears can be covered by the lower firebox and ashpan sides. The tender cab and running boards were fabricated from .010 slim brass. I am sure with the modern styrene methods in modelling these days, this loco could be built using mainly styrene & PVC. The tender bogies have always been a problem. I have usually used some old Central Valley bogies, which are no longer available. But any type will do as long as it looks OK and picks up the juice. I hope to be able to cast some correct side frames for the bogies someday.

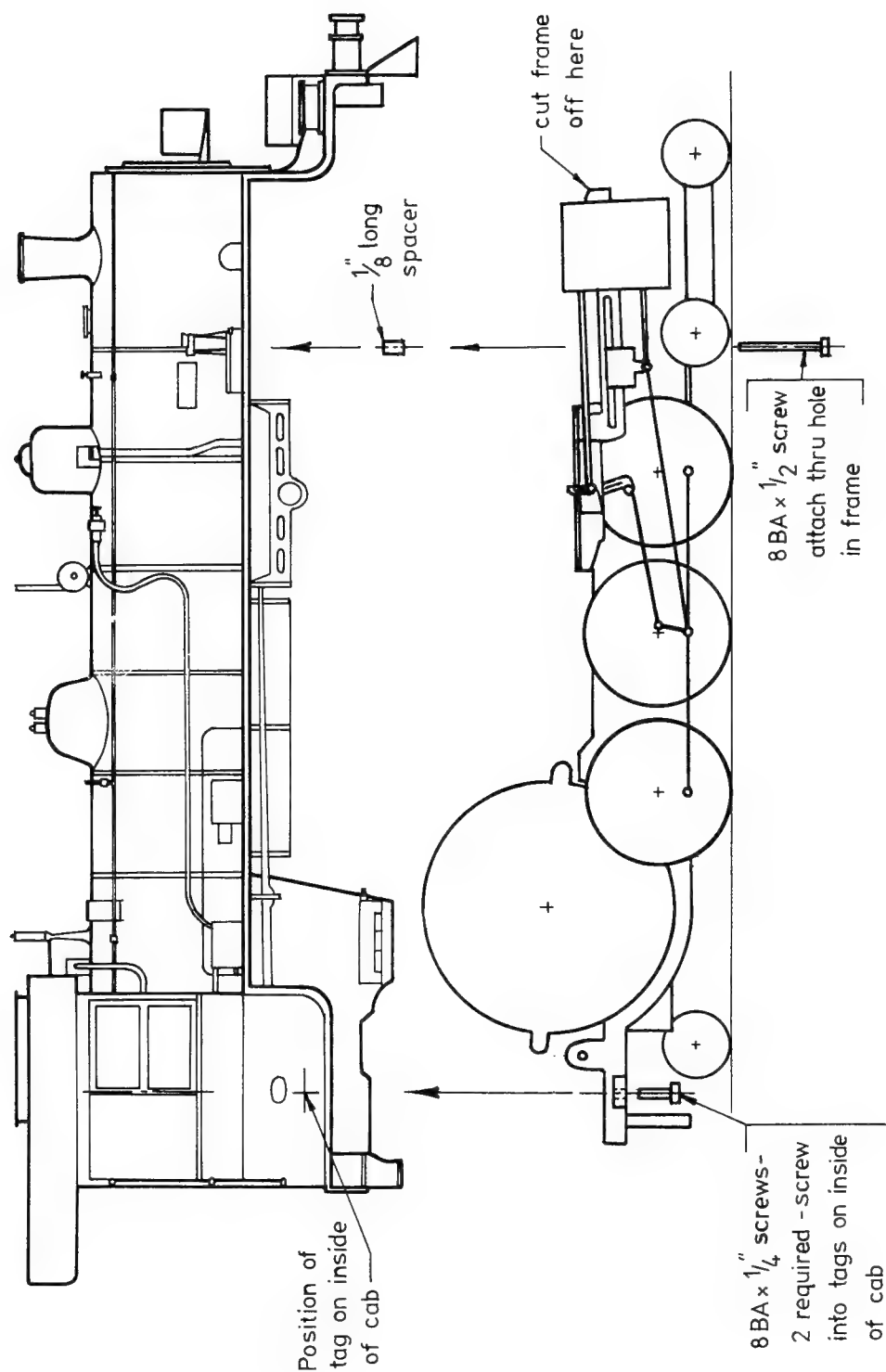
Painting

The prototype were all at first painted hawthorne green (Dulux) with the smokebox and undergear black. The boiler bands were stainless steel and the buffer beams and running board valance were red. The tenders were lined with a red stripe on the two sides. The handrails, electrical conduits on the boiler, safety valves were silver. (At the moment 1079 has the bottom stem of the whistle and main steam valve in front of the cab also painted silver). The whistle is polished brass. Number, class and depot initial were painted in white on the front buffer beam. The engine number and usually the division and the depot initial were also painted on the back of the tender. Brass number plates and builders plates were used with polished raised lettering with a red background. In later years of steam QR did not go to so much trouble with some locos as some of them were painted black instead of green for instance, BB18 1/4 1072. (I believe the present owners will repaint her green).

In painting the model, I used gloss Dulux green and gloss black for the smoke box. Engine black was used for the tops of running boards, inside the tender and the undergear of the loco. Standard Humbrol white, silver



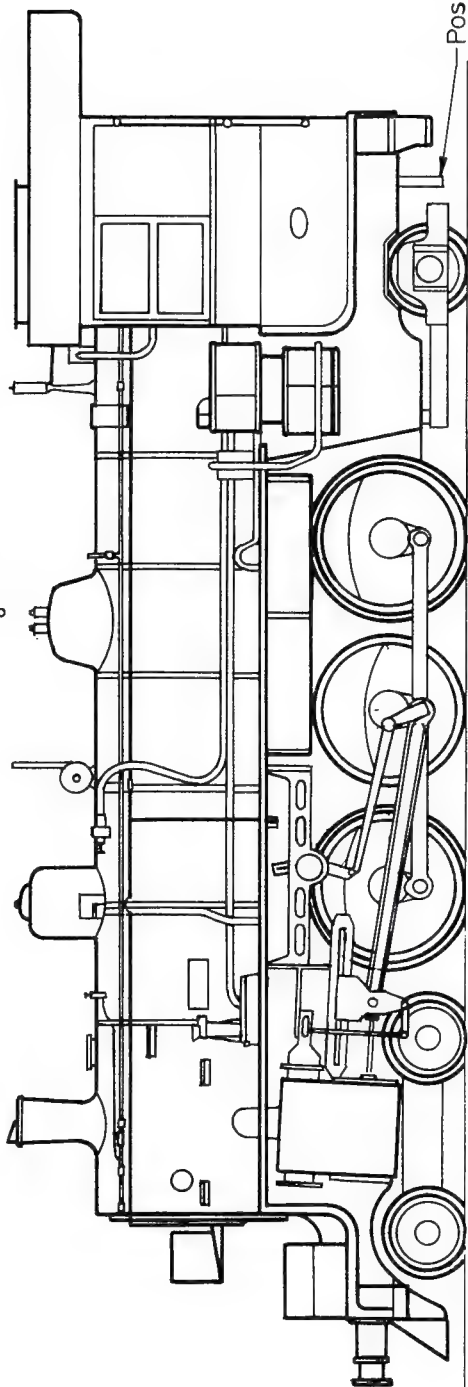
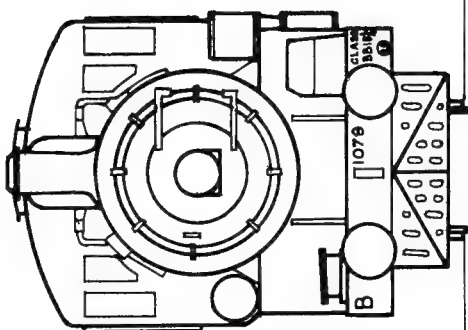
This photo is of BB18 1/4 1079 at Mayne steam locomotive depot, Brisbane, during 1964 and was taken by Mr. K. Solley. All the other photos were taken by Steve Malone.



QUEENSLAND RAILWAYS
 BB18 $\frac{1}{4}$ class 4-6-2 No. 1079
 Built 1956 by Walkers, Maryborough

Plan drawn to suit the Lima C38 mechanism

3 Safety Valves



Position of
tender coupling
pin

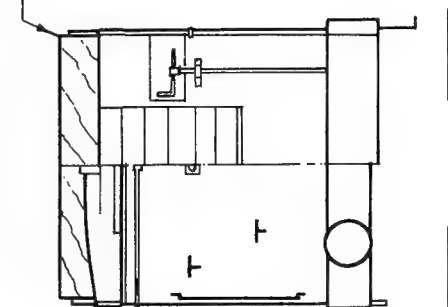
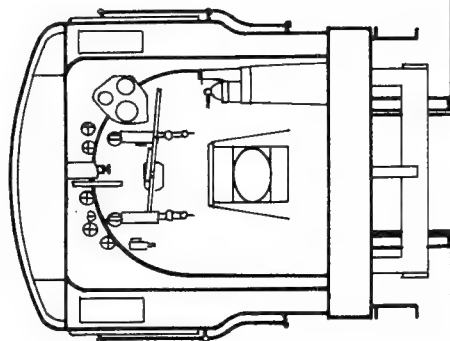
Centre driver flangeless

Prototype has roller bearing wheels with SCOA-P centres

Electrical flexible connection
to cab on other side of tender,



Coal Boards



QUEENSLAND RAILWAYS
BB18 1/4 class 4-6-2 No. 1079
Built 1956 by Walkers, Maryborough

Sn3 1/2

Scale 1/64th i.e. 3/16 inch = 1 foot



Drawn by S.J. Malone
Traced by P. Kidcaff

and red were used and lining & numbering was done with a ruling pen. One needs a lot of practice using a ruling pen, and paint thickness is the most important factor.

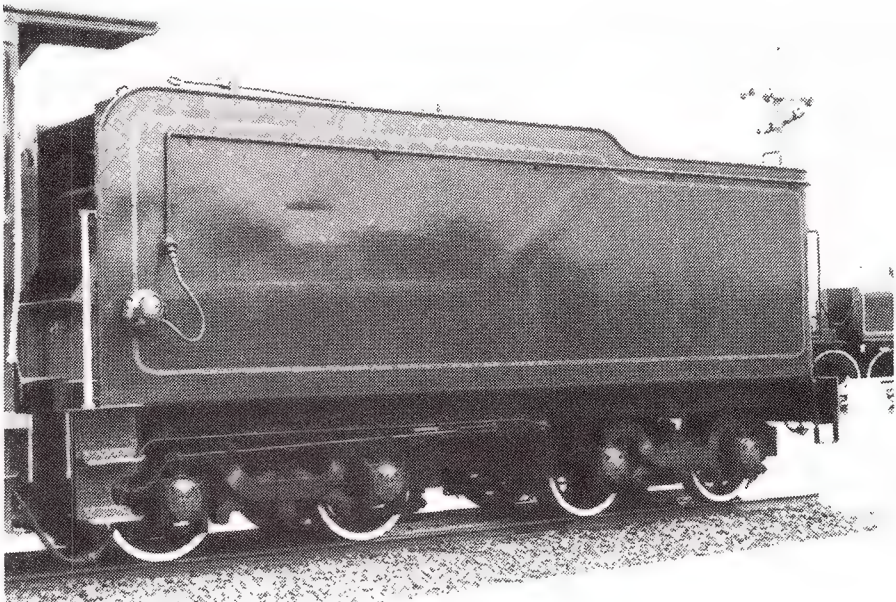
Notes on the history
of BB18¼ No. 1079

The BB18¼ class was introduced in 1951, when 35 locos, imported from the Vulcan factory in England were placed into service. They were successful, and a further 20 were ordered from Walkers of Maryborough, Queensland. The batch included No. 1079 which entered service on the 30th November 1956. The running numbers were, 1011 to 1045 for the Vulcan locos and 1070 to 1089 for the Walkers locos. The most notable difference between the two orders was that the Walkers locos had electric side and rear lamps on the tender. These had a conduit on the top of the side and back of the tender. Although some tenders were swapped around, for instance No. 1072 (now at Lithgow) is a Walkers loco, but at present has a Vulcan tender.

The BB18¼'s were based closely on the B18¼'s, but incorporated a number of improvements, including roller bearing axleboxes and eccentric return cranks, longer travel valves, improved steam passages and SCOA-P wheels. Larger tenders were also fitted, which meant they did not need coal boards as most QR loco tenders have. BB18¼'s were usually known as Bety's. (The telegraph code word for that class. But it was pronounced 'Betty'). The Bety's were very popular with the crews and were free steamers and fast running. They had good acceleration, especially above 35mph, which made them better than B18¼'s.

Bety 1079 spent most of her working life at Mayne, Brisbane but she was kept with many other locos, when dieselisation came in, to work trains for the ARHS and others. In the 1970's she proved to be the most reliable loco that was left. During the middle 1970's, the QR administration seemed to be happy to sell and scrap the remaining locos, even locos which were to be kept for spare parts for 1079 and others. In the middle of 1974 1079's tender received coal boards, as it shows in the

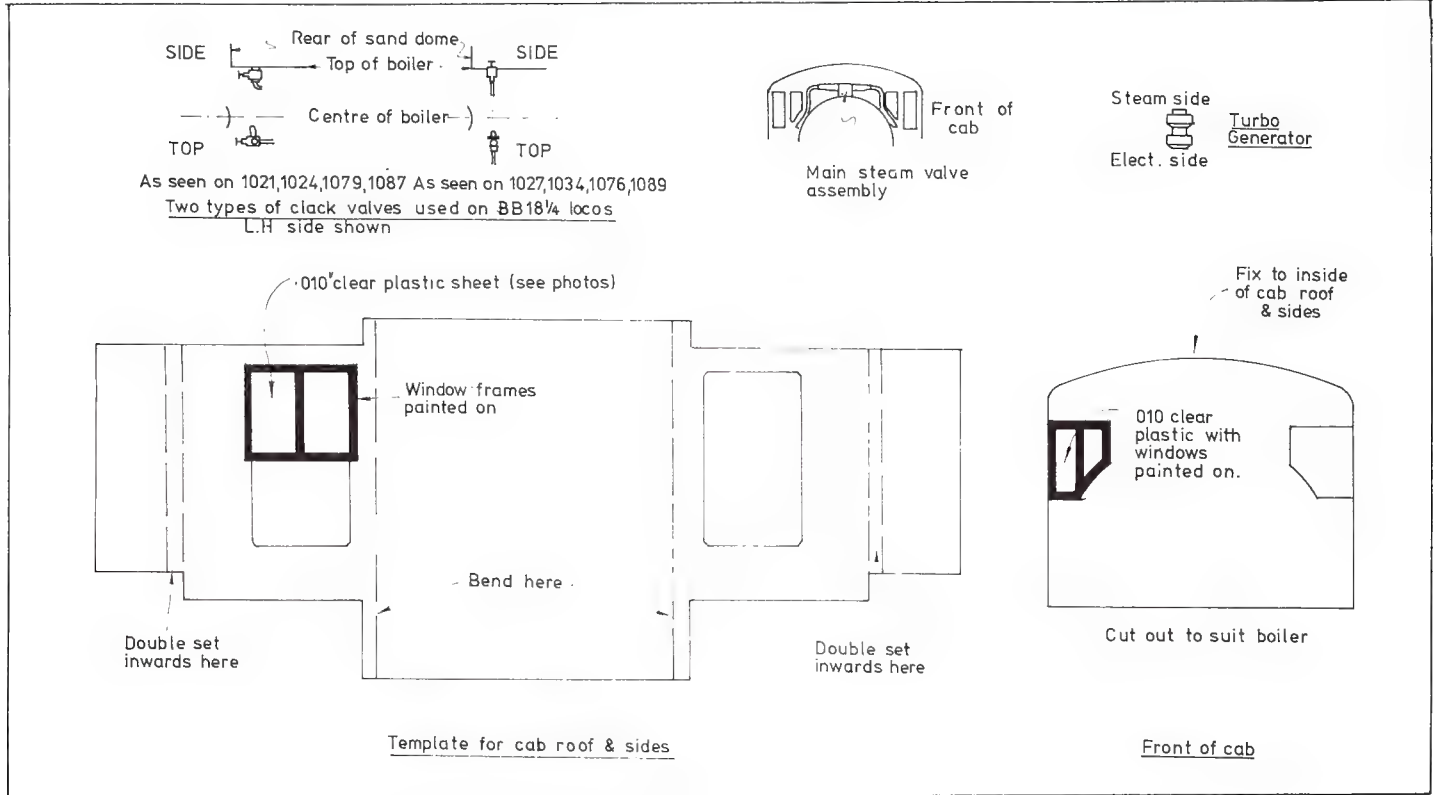
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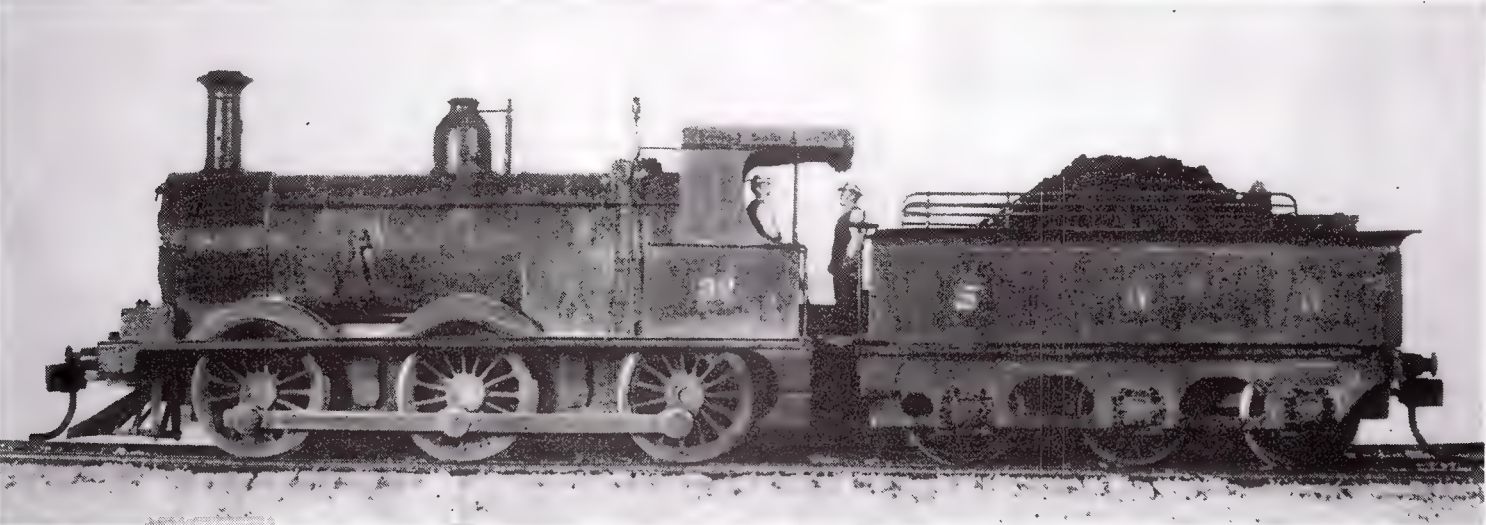
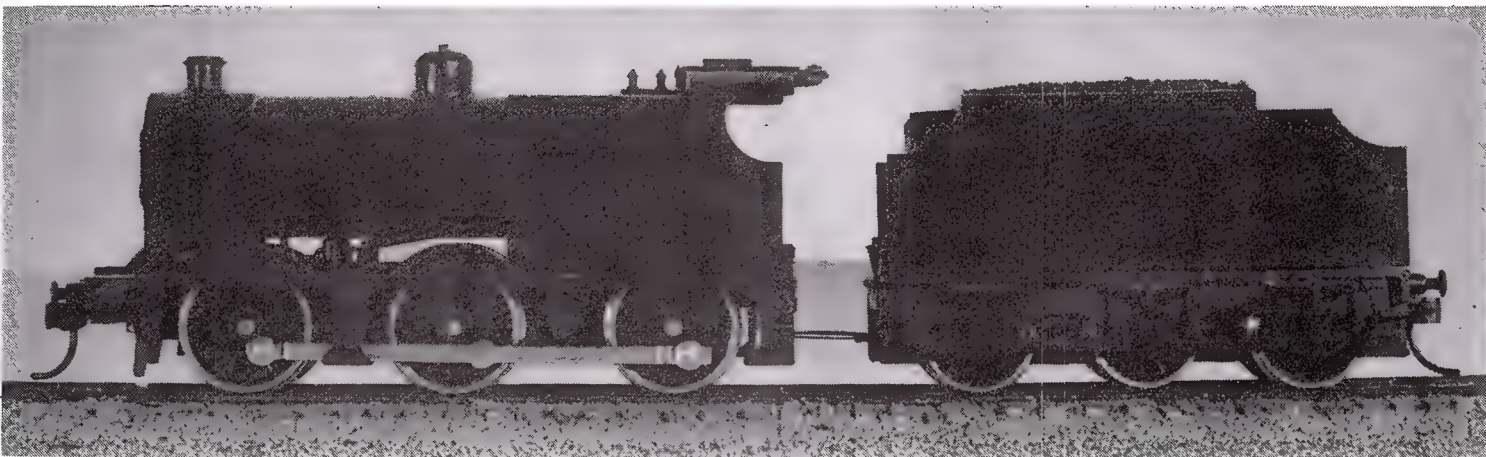
BB18¼ 1089's tender at Redbank museum.



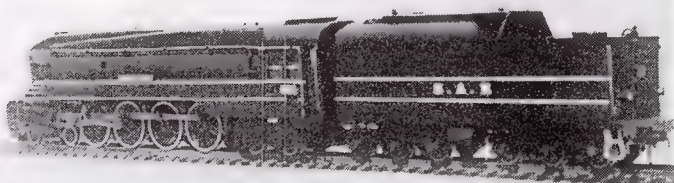
No. 1079 at Ipswich railway workshops 22/9/78 note the lighting up wood on the footplate and the auxilliary blower in the chimney, prepared ready for a train to Toowoomba the next day.



LOCO POWER



An HO scale Lima 4F was kitbashed into one of the only two 0-6-0's on the S.A.R., J Class No 32. Main alterations were; lowering the boiler, rounding the Belpaire firebox, extending the cab, and lowering the tender sides. A note for the pernickety; it makes a model slightly oversize, but provides an interesting shunting vehicle nonetheless. Ross Hurley photo.



The above two photographs show differing views of 'Thomas Playford' a South Australian Railways 520 class locomotive built to HO scale by Barry Dunstan. Tinplate was the main material used, although some items were made from styrene. The mechanism is a Westside G5 6-chassis and the locomotive features constant lighting and sound system, and its 41 oz weight allows it to haul a 14 coach train up a 1 in 40 grade. A feature of the model is a retractable front coupler housed behind a hinged door in the pilot. Photographs by Barry Dunstan.

BUILD A BB18¼ from a C38 in Sn3½

Continued from page 20

1/64th plan, thus becoming the only Bety to have these.

By 1977 only four locos were left, 1079, C17 974, PB15's 732 and 738. When 1079 blew a tube on an ARHS afternoon trip on the 23rd July, 1977 it was feared that steam running on the QR could come to an abrupt end. But fortunately, funds were made available from the government and eventually she was overhauled by QR's Ipswich workshops.

It was a very happy day on 13/3/78 when 1079 was to do a test run on an empty coal train from Ipswich to Rosewood, then on to Grandchester and return. Many enthusiasts, suffering from some unknown illness, were off work to see QR's first steam hauled coal train for many years. On the following ARHS tour there was really something to celebrate,

it was not only the ARHS's 21st birthday and 200th tour, but it was 1079's 21st birthday celebration as well.

In May 1978, Bety 1079 steamed 650km. to the Chinchilla Centenary, hauling 16 cars and a gin from Toowoomba. She was beautifully repainted for this trip. On the 5th of August 1978, 1079 made history, becoming the first Bety to visit Beenleigh and on the 25th November, she proudly steamed across the New Merivale Bridge, becoming the first steam loco to travel from Roma St. to South Brisbane via the multi million dollar cross river link. We hope 1079 remains a running monument to Q.R. steam. We will see PB15 732 back together in the middle of 1979 after a major overhaul and the C17 is also getting an overhaul now too.

CLUBS

MODELLERS OF THE RAILWAYS OF BRITAIN, join the BRITISH RAILWAY MODELLERS OF AUSTRALIA.
Contact BRMA 4 Thompson St, Garran, ACT 2605 for further details.

CAN YOU HELP?

For the preparation of future articles in A.M.R.M., we need information on the following classes of N.S.W. goods vehicles:

- NHG Brake Vans painted red
- FHG Brake Vans with modified body styling — and logos carried by any of these vans
- IHG Brake Vans — logos currently carried by cars 31689-31694 and 31697-31700.
- MB Box Cars known to have, or have had, 'Mansard' type roofs.
- MBC Box Cars painted white with blank side boards.

Please address information to the co-ordinator of these projects, Mr P. Rogers, PO Box 235, Matraville, 2036.



The passenger compartment side of an 8314 type brakevan. This van, CGP3 has end doors for passenger train working but otherwise is identical to goods vans built at the time.

THE 8300 CLASS BRAKEVANS OF THE SAR & ANR

by Phil Curnow

Between 1896 and 1920 the South Australian Railways constructed 66 brakevans having a steel chassis and wooden body. They were of the 'composite' goods and passenger design and most were built at Islington Workshops. The Webb era saw a further 40 American styled 'caboose' type brakevans introduced between 1925 and 1928. Allowing for a few withdrawals the broad gauge system was operated with about 100 bogie brakevans.

In 1947-48 14 of a new design all steel bogie brakevan were introduced and received the numbers 8300-8313. As can be seen in the photo they had louvres in all goods compartment doors and two panels on each side. During the 1970s these door louvres are being replaced with solid panels. Other points to note are the two parallel ridges along the sides, circular axle box lids, and the vertical I shaped beams at each end have a plate welded onto the angled edge at the roofline.

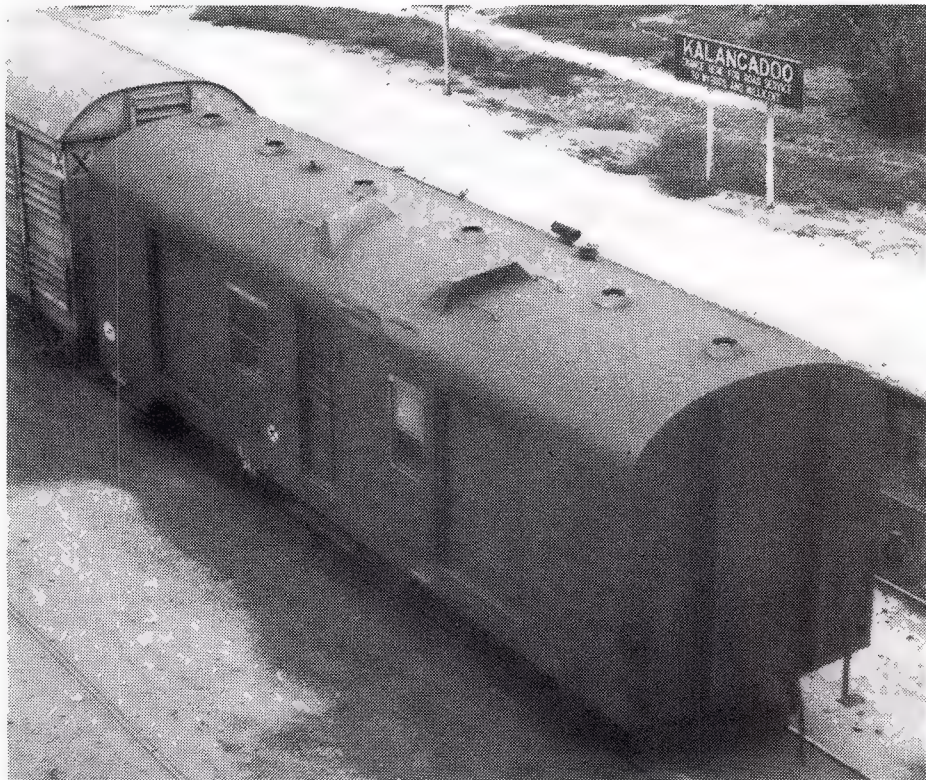
In 1954-56 a group of 21 wooden bodied compo brakes of the 4400 class were constructed being quickly identified by their end platform and bettendorf type bogies. In 1961 construction began on 8314 which was an improved version of the 8300 - 8313 type. This batch was completed when 8365 was issued in 1964 by which time more than half of the pre 1928 brakes had been withdrawn.

The new design has a higher pitched roof when viewed end on, smooth welded sides and have modern windows with bright steel surrounds. The passenger compartment is in the middle of the van with seating for six and has a side passage. The compartment window is larger than the guards window on that side whilst the other side has a large window opposite the compartment and a small rubber sealed window for the toilet. The top pane of the opening windows is usually painted white to reduce heat and glare but it gradually wears off. The old style cylinder shaped airvents that stood above the roofline of the early 8300 type were replaced by conical vents. The I beams at each end were not fitted

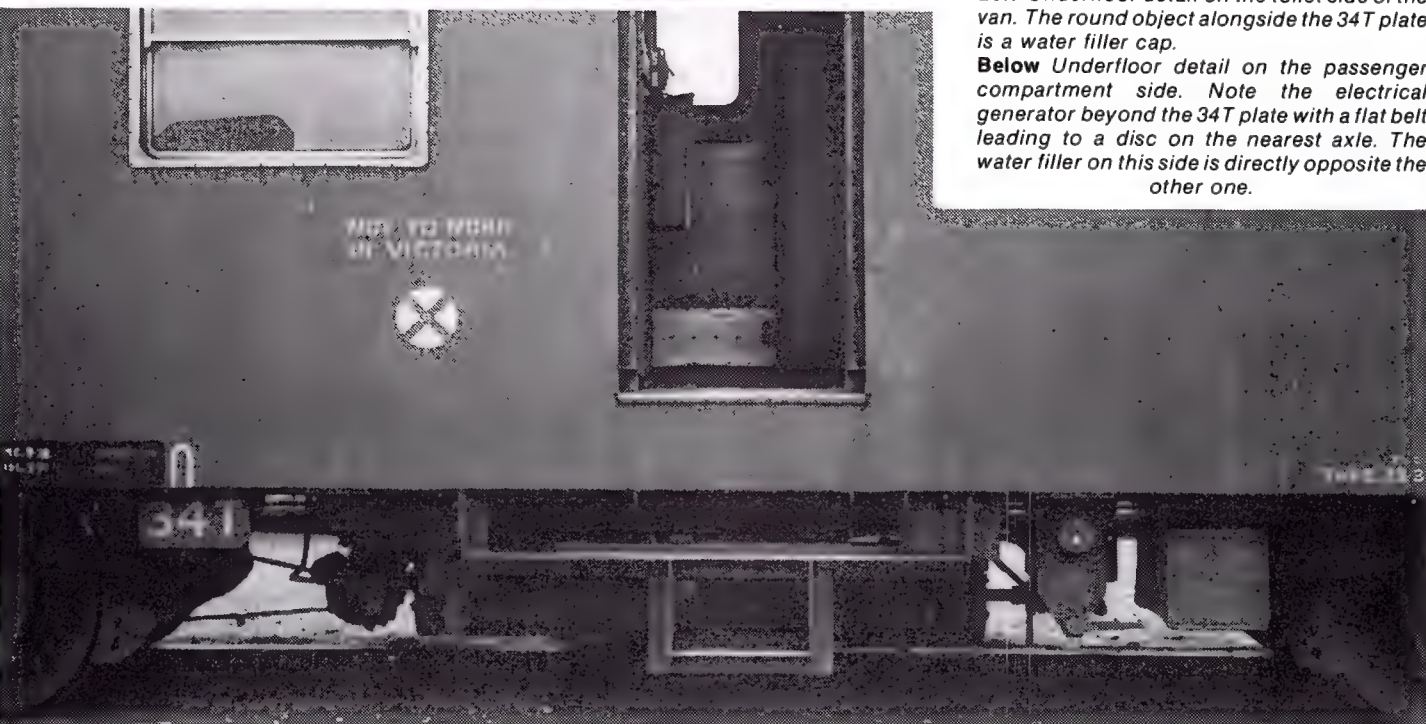
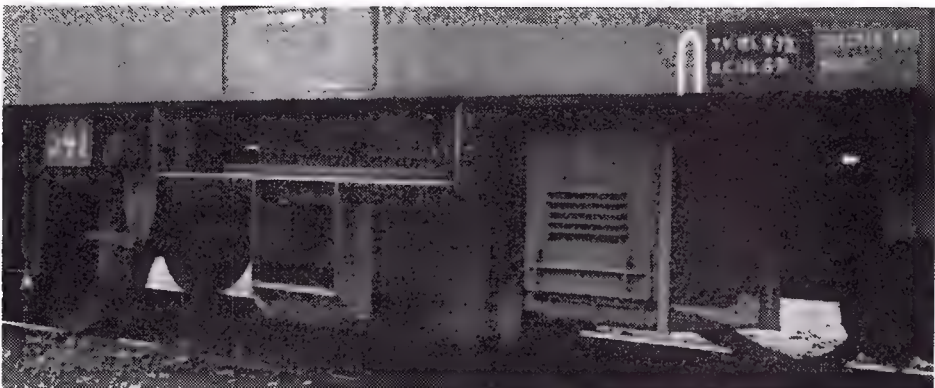
with the small plate on the angled edge but were boxed in for the lower third of their length. Handrails at each end are welded onto the body. The vans are equipped with either a coke or LP gas stove in the guards compartment alongside the wall of the toilet. On most vans there is an exhaust flue on the roof above this position and the horizontal part of the flue is usually parallel to the bodyside however some vans have the flue

parallel to the body end. The bogies have a thin upper side beam which curves over the axleboxes while the wheels are of the disc type.

In 1966-67 a batch of 7 vans suitable for passenger train working were issued. These CGP class vans are virtually identical to the 8314 type except at the ends. Here the I beams were replaced with a U shaped channel mounted on either side of an inward



Roof view of 8321. Note the conical air vents, the rotating Flettner vent for the toilet compartment and the heater flue alongside. This van is radio equipped and the aerial is between the second and third vents from the far end. The radio emblem is visible on the body side at the far end. The welding seams in the roof are barely visible.



opening door. Buffing plates for carriage diaphragms are fitted above and below the doorway and a pair of handrails completes the end details.

During the 1960s the Port Pirie to Broken Hill standard gauge line was being built so 8364 and 8365 were issued to standard gauge. In 1967 more standard gauge vans were built when Islington produced a similar type of van for the WAGR. These were painted yellow and numbered WBC 861 - 870. In 1970 the standard gauge line was opened and 8366 - 8374 were issued to standard gauge while 8375 - 8379 went onto the broad gauge. The next group were issued in 1972 with 8380 - 8392 on broad gauge and 8393 and 8394 on standard gauge. A completely different end platform all steel type van was built in 1969 for the Port Lincoln narrow gauge system.

The 8366 - 8394 group have several detail changes compared with the 8314 type. Most obvious is in the window design. The suburban railcars being built around this time had been fitted with a new style heat and glare reducing upper pane of glass in their windows. When this had proven successful the brakevans were built with this type of windows also. The end beams are channel with the lower third boxed in. The bogies have a different upper side beam which slopes down at each end toward the brake hangers. Detail differences are also evident in the equipment carried beneath the floor as shown in the photos.

In 1974 SAR stopped using its liquid fuel marker lamps and instead fitted circular reflectors at each end of its brakevans and trailable refrigerator vans. For a while it was common to see at night a brake with all of its embarkation lamps alight to indicate the brake is still on the train. Crews appeared to

Top 8329 at the rear of a passenger train showing the toilet compartment side of the van. Note the upward curve of the bogie frame near the axleboxes, the reflectors above the white tail disc and the lack of a heater flue on this van.

Centre 8380 is of the later construction group. Note the different bogie frame, the lack of a lid on the equipment box beside the door step and the extra louvres to the left of the guard's door.

Left Underfloor detail on the toilet side of the van. The round object alongside the 34T plate is a water filler cap.

Below Underfloor detail on the passenger compartment side. Note the electrical generator beyond the 34T plate with a flat belt leading to a disc on the nearest axle. The water filler on this side is directly opposite the other one.

miss the flickering light of the marker lamps especially as the reflectors need a strong light on them before they become obvious.

Because both SAR and VR have broad gauge the 8300 vans often travel into Victoria on the fast goods or 'Jets' as they are usually called. As a result the vans have a white disc attached at each end which is used by VR to indicate the end of a complete train. Eight years after 8300 was issued the VR took delivery from Goodwins of the first of 40 CP class brakes with Commonwealth type bogies and post office red paint scheme. They have a very similar shape to 8300 - 8313 although they are 2 feet longer over couplers. Another class called JCP has since been introduced with different loading doors.

The opening of the standard gauge allowed SAR and NSW to interchange brakevans so the 8300 and IHG classes started wandering between Port Pirie and Parkes. Apparently this arrangement has not been totally satisfactory for several reasons. Guards complained about the different equipment fitted; SAR supplied ice coolers while NSW did not etc. The 8300s occasionally disappeared into the NSW system and turned up at places like Albury and Werris Creek. The IHG and 8300 are not suited to ANR's crewing arrangements across the Nullabor so they rarely went past Port Pirie. Anyway the interchange practice appears to have been reduced in recent years. To suit NSW operating practices the standard gauge 8300s were equipped with electric

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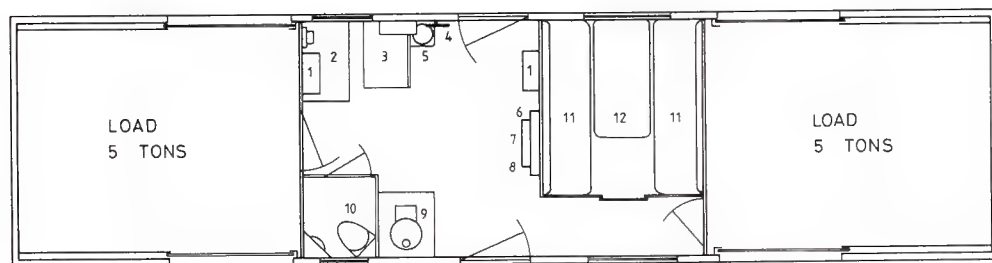
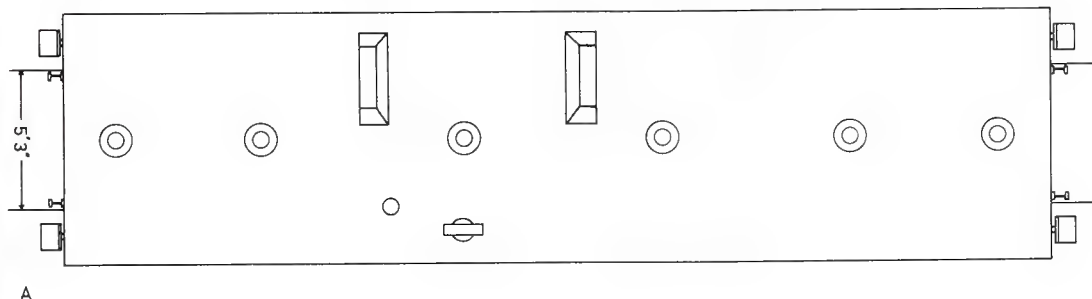
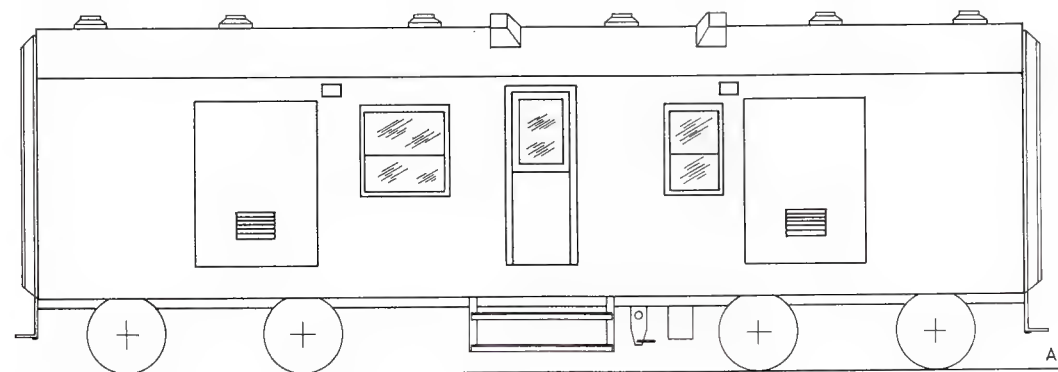
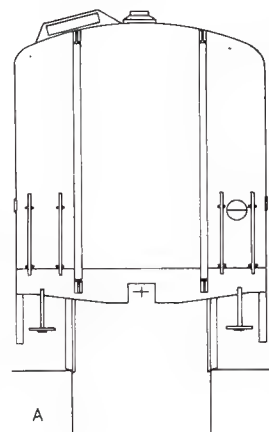
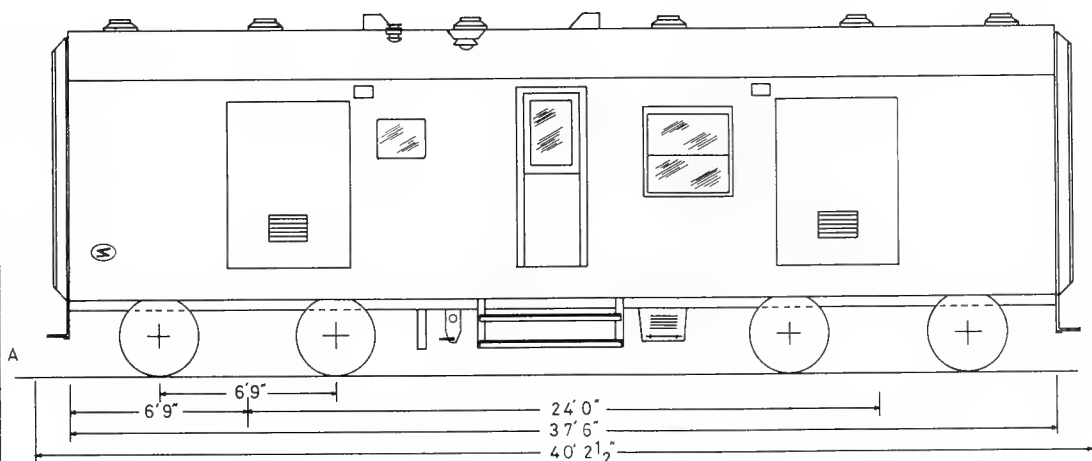
Top 8375 is one of the later type with anti glare windows. Note that this van has the flue mounted across the body.

Centre 8356 is one of three vans to be painted white with black handrails and square panel around the 'end of train' indication which is just visible on the end of the van. The ANR logo is a darkish sky blue colour. Photo at Keswick, 9/3/80.

Right One month earlier standard gauge 8364 rested on broad gauge bogies at Peterborough before going South to Mile End. Note the white roof, electrical marker lamps and the different location of the ANR logo, which is painted yellow. The vehicle number is now painted on the body and the waybill clip is on the old number plate. The word 'guard' is no longer painted on the door.

Below Another roof view showing the welding seams. Note the Guard is in a fairly typical position — leaning on the lower half of his door. Photo by Peter Ziegler





- 1 PERISCOPE FIXED
- 2 DESK
- 3 SEAT
- 4 HAND BRAKE
- 5 FIRE EXTINGUISHER
- 6 ELECTRICAL BOX
- 7 ACC BOX
- 8 PIGEON HOLES
- 9 STOVE
- 10 TOILET
- 11 SEATS 4 PASSENGERS EACH
- 12 REMOVABLE TABLE

SOUTH AUSTRALIAN RAILWAYS
 STEEL BRAKE VAN - GOODS 5'3" GAUGE
 CLASS - 8300
 NOS. - 8314 - 8363 1961 - 1964
 R. YULE. 1980

The CGP and standard gauge variations will be shown in more detail in a future issue.

marker lamps at each end and as this was a modification the necessary electrical piping has been added to the exterior of the body. Of course the vans still retained the brackets for marker lamps. To make their ownership more obvious the 8300s had a large SAR emblem painted in yellow on each side. The only larger SAR emblem I have seen was on the wall of Islington Workshops.

The colour scheme of the 8300 has varied over the years. The body was painted a colour close to Tuscan Red which weathers to a maroon tint. The underfloor gear was black as was the roof until the mid 1960s. Nowadays the roof is the same as the body. Basic lettering is white with the number and service details having black backgrounds. Lettering of Guard on doors is silver with black edging but often appears to be white. Only the standard gauge vans had an SAR emblem which was painted yellow. In recent years the body colour has become closer to brownish red.

The introduction of locomotive to brakevan radio in 1962 meant that several vans were fitted with a disc aerial on the roof and to indicate this a white oval emblem with black lighting streak was painted on the left end of each side. Another emblem results from the common gauge between SA and Victoria as the CGP and a random grouping of the 8300 style have a white circle bearing a red cross and yellow lettering 'Not to run in Victoria'.

When the SAR country services were transferred to the ANR several changes occurred. The yellow SAR piping shrike emblem on standard gauge vans was painted over. The standard practice for the Commonwealth Railways/ANR painted brake vans was to paint the roof white. In August 1979 several vans including 8365 were seen with freshly painted white roofs. On the broad gauge the ANR emblem in yellow was added to the body sides as shown in the November/December 1979 issue.

Late in 1979 another colour change occurred as 8335, 8345 and 8356 left Islington with an all white body, black undergear and end handrails. To show the white circle for end of train on the end of the van a black square was added around it. The ANR emblem was now a dark sky blue colour on each side. This change followed guards' complaints of high temperatures and is under review. Judging by the change of workers cars from orange to white bodies the white 8300 is here to stay. One white van was seen in Melbourne on 21/1/80. (8345, Newsrail March 1980).

To live in the Adelaide scene even more the ANR has transferred white roofed 8364 and 8365 from standard gauge to broad gauge in 1980. Their white roof and electrical marker lamps contrast with the regular broad gauge vans. Other variations are a richer reddish brown being closer to ANR engine red and a yellow ANR logo alongside the guard's door instead of at the end of the side. This logo is slightly larger than that used on the broad gauge vans. Incidentally the logo is not standard as the white body and white roof vans have been seen without any logo.

Modelling the 8300

If there is such a thing as an 'Australian Brakevan' then I guess the 8300 would be a good candidate for the title. It operates on two gauges and in three States — South Australia, Victoria and New South Wales while look alikes run in Victoria and Western Australia. It has been a popular although reasonably difficult model to build however now that Lima have produced it perhaps this van will grace many more layouts.

John Nicholson and friends developed a construction technique for the South Australian Railway Modellers Association



Class leader 8300. Comparison with photos of the later types will show the differences mentioned in the text.



VR brake 1 CP shows obvious similarities to the early 8300 in body shape and windows.

wagon construction projects in the early 1960s. This involved overlaying three layers of carefully cut cardboard to get the stepped effect on either side of the doors. 'Reasonably difficult' is putting it mildly if you are a hack and bash modeller. As styrene became more popular a single .030 side with .020 fillets was used to get the stepped effect.

In 1976 BJ Models produced a commercial kit using millimetre plywood instead of cardboard. Whichever method you use they are still a lot of work.

The CGP and standard gauge variations will be shown in more detail in a future issue.

NOTES FROM THE PAINTING FILE

Simulating Aged Wood on Rolling Stock, for instance, black painted solebars on wood underframe four wheel wagons, where the paint has started to fade and the wood is cracking with age. (Substitute appropriate colours for other wooden wagons.)

1. Paint on base colour of natural aged wood (light grey with a dash of brown). Leave to dry thoroughly for a few days.
2. Paint on top colour. (Faded solebar black: matt black, with a small amount of white, and about 25% clear matt finish.)
3. Paint one side at a time, and while the paint is still wet, run an old toothbrush along the surface a few times, to simulate cracking along the grain. The aged wood colour will show through the black.
4. Paint will start flaking from wood

before metal so pick out the metal parts with the black mix again, using a very fine sable brush (the strapping and rivetted plates on the solebar sides, W-irons and axlebox assemblies, etc.). Leave to dry.

5. Add rust colour spots on metal parts. Leave to dry thoroughly.
6. Finally, a thin coat of undergunge to simulate mud or dust (Humbrol khaki). Can be sprayed lightly around the lower areas, or brushed on. If brushing, flood the wagon side with a very thin wash of Humbrol thinners and just a hint of khaki. Keep the wagon side very wet, and add more khaki or thinners as required. The overall effect to achieve is a very thin coat of dust, slightly thicker on the lower areas, fading out to almost nothing at the top.

Ross Hurley.

AUSTRALIAN RAILWAY SIGNALLING

Fifth in a series by Arthur Perry.

*This series is written to show how the prototype signalling is used, A.M.R.M. will gladly publish articles on methods of operating model versions of signals mentioned in this series. Previous articles were in the March/April 1979 — General introduction to the different types
July/August 1979 — Signalling terminology explained
Sept./October 1979 — Automatic single-light signals
Nov/December 1979 — Automatic two light signals*

MECHANICAL SIGNALLING

In previous articles I have dealt with the major variations of automatic signalling where power-operated and/or colourlight signals are controlled by the passage of the trains via track circuits or other means of presence detection. We will now move on to the use of mechanical signalling which can form the simplest system electrically for model railways.

The signals are lower-quadrant semaphore using either "Home" (square ended) or "Distant" (notched end) arms, operated from interlocked lever-frames by wires running over pulleys to each signal. Should a wire break a counterweight puts its arm to "stop".

Manual Block

On double-track lines "Manual Block" working using electric block telegraph instruments is the norm. Sets of instruments are provided between each pair of adjacent signal boxes, e.g. signal box "B" would have one-half of the set for block (section) A - B and another half of a set for block B - C. Both the despatching equipment and the receiving equipment may be built into the one unit at each signal box, or as with "N.S.W. Standard Block" two separate instruments may be provided for traffic through any one block. The instruments for a block are electrically interlocked in two independent groups, one group for the UP traffic flow and the other group for the DOWN traffic flow.

A system of "block bells" is provided with each set instruments to allow the signalmen at each end of the block to inform each other

by means of a standard code using single strokes of the bell, e.g. 1 pause 3 pause 1, if the line is clear, what class of train, e.g. express, ordinary passenger, etc., is coming and other necessary information. A feature apparently greatly beloved by old-school railway modellers in Britain, where adoption of auto signalling on main lines lagged behind N.S.W., South Australia, and Victoria.

Types of Instruments

Block instruments may be by various manufacturers, e.g. Tyers, Winters, the railway itself, etc., varying in not only appearance but their type and operation also. Broadly there are "two-position" and "three-position" instruments which may be of either "one-wire" or "three-wire" type, plus a "four-position" version in the "N.S.W. Standard" instruments. A "two-position" instrument can show "Line Clear" or "Train on Line" on its indicator for any one direction of traffic flow, a second indicator is provided for the opposite flow on the other track. A "three-position" instrument has a third indication, "Line Closed". A "three-wire" instrument has one wire for UP traffic indications, another wire for Down traffic indications and a third for bell signalling in either direction. A "one-wire" instrument carries out all functions for both traffic flows over one wire by means of a bell relay and special switching built into each instrument but only one function can be carried out at a time. Both one-wire and three-wire instruments may use an "earth return" circuit.

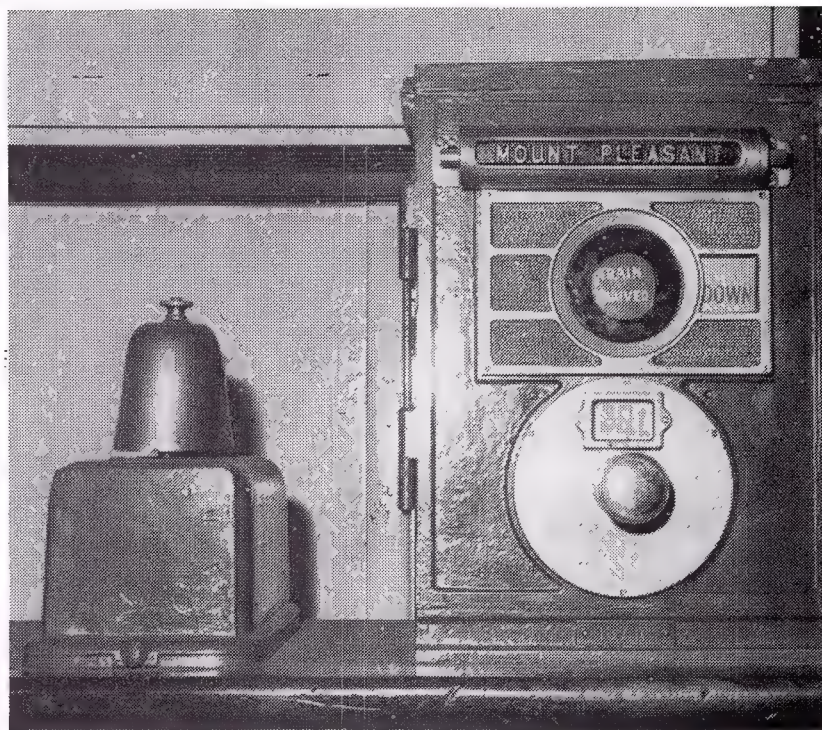
The block instrument at the exit end of a

block is classified as "pegging" or "pinner" in Britain and has a "commutator" (rotary switch) which is turned to the appropriate indication when signalling to the entry end signal box on the block instruments. The entry end instrument has no commutator and is classified "non-pegging". Australian railways have both instruments for the one block in one case at each end of the block.

"N.S.W. Standard Block" differs in being a "four-position" system with commutators on both the "despatching" instrument and the "receiving" instrument. On both types of instruments the indicator disc shows "Line Closed", "Line Clear", "Train on Line", "Train Arrived", in that order. But the despatching (entry end) instrument shows "Bell 1", "Train on Line", "Bell 2", "Line Closed", in that order for the commutator as it is rotated. When the commutator of the receiving (exit end) instrument is rotated "Bell 1", "Line Clear", "Bell 2", "Train Arrived", are shown in that order. Each instrument has two displays, one above the other. The combined action of the two signalmen is required to change indications displayed.

Briefly, despite some variations in detail, in outline the sequence of operations by two signalmen passing a train between their two boxes A and B would be as follows:-

If signalman A has received the "train arrival" signal for the previous train, the block instruments should be normal, he will send a bell code enquiring "Is Line Clear" for the class of train he wishes to despatch. If the line is clear signalman B will turn his commutator



N.S.W. Standard Block Instrument. R. Taaffe photo.

Winter Block Instrument. R. Taaffe photo.

and signal "Line Clear". Signaller A may then clear his "Starter" for the train to enter the block. Once the train's locomotive has passed the "Starter" A places his "Starter" to "stop" and signals to B "Train Departure". B acknowledges this by turning his commutator to "Train on Line" and signalling this to A's instrument. Once the train has arrived at B, is observed to be complete and has passed beyond the "clearing point" inside the "Home" signal, B will turn his commutator and signal "Train Arrival", which A may be required to acknowledge. A cycle of operations is now completed and the instruments should be normal.

Two-position instruments show "Train on Line", three-position instruments "Line Closed", while N.S.W. Standard instruments show "Line Closed" on their upper indicator and the lower (commutator) indicator shows "Bell 1", when instruments are normal. With N.S.W. Standard instruments only bell signals can be sent and indicators remain unchanged while a commutator is at either the "Bell 1" or "Bell 2" position. Providing allowance is made for this the above outline of operation is applicable.

Additional Safeguards

In some cases the "Starting" signal cannot be cleared to enter the block ahead until the block instrument at that end is indicating "Line Clear". In such cases an electro-mechanical device called a "reverser" is fitted to the post of the "Starter" to automatically return the signal to "stop" if either the "Train on Line" signal is given on the block instruments, or a train passes the signal and enters the block. The latter operating a track-circuit which trips the reverser mechanism to place the signal at "stop".

"Block Instrument Clearing Control" is a further safeguard that can be fitted. By means of track-circuits at the "clearing point" just inside the "Home" signal at the exit end of the block the instruments are prevented from being returned to "Line Closed" until at least a part of the train has passed right through the block. Signallers must therefore still observe the tail discs or lights to ensure the train has not parted in the block and some vehicles got left behind in the block to form an obstruction to following trains.

Absolute & Permissive

"Absolute" block working is when under normal conditions only one train is permitted in a block at the one time and is usual when a train carrying passengers is involved. When more than one train may be in a block at the one time "Permissive" block working is used. In N.S.W. permissive working is not allowed where Tyer's one-wire three-position instruments are in use. Instruments used for permissive working have a special indicator added to keep check of how many trains are in the block concerned. The VR allows up to six trains in a block at the one time with permissive working.

The Signals

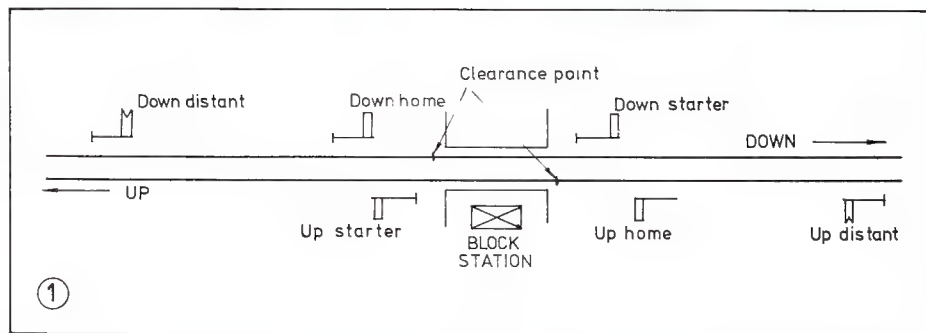
In the diagram we show a simple "Block Station" without either turnouts or crossings, as might occur between two widely spaced major stations on a busy main line. Approaching the station from either direction we first encounter a "Distant" signal with a notched end arm, which will only be at "clear" instead of "caution" if the "Home" signal is "clear" and on some systems (N.S.W.) the "Starter" signal is also at "clear". Next we come to the "Home" which protects any train standing at the platform and which the tail of our train must have cleared by a prescribed distance ("clearing point") before another train can enter the block we have just left. Finally is the "Starter" which gives our train



V.R. Home and Distant signal at Anstley.



N.S.W. Slotted Home signal at Rosehill.



permission to enter the next block once the block instruments indicate "Line Clear" and the signal has then been "pulled-off" (cleared). Once our train passes the "Starter" it must be returned to "stop" and not cleared again until there is not a single train in the block, even where permissive working is allowed. With permissive working following trains are signalled into the block with a green flag after certain regulations are observed or by means of a "calling-on" signal, below the "Home" signal, drivers being prepared to stop clear of any obstruction.

Unlike automatic signalling where signals are usually at "clear" with manual block working signals are normally held at "caution" and "stop", only being cleared shortly before a train is due to enter the next block, if it is clear to do so. A similar style of working can be observed at some power-operated track-circuited interlockings where a signaller is allowing for trains arriving "out of order" (sequence) and possibly getting him "track locked" so he can not readily alter the route set.

Manual Block

In busy sections where stations are closely spaced and/or level-crossings with their own signal boxes intervene one signal box's "Starter" may have the next signal box's "Distant" mounted below it on the same post. In such cases both arms are red with a white stripe (home) or chevron (distant). To prevent the "Distant" being cleared while the "Starter" above it is still at "stop" a system called "slotting" is used on mechanical signals.

"Slotting" involves the use of three balance

levers on the one lever-plate on the signal post. The middle lever is connected to the "Distant" arm and has a plate or crossbar attached to it which normally rests across and on top of the other two levers. One outer lever is that of the "Starter" signal and the other outer lever is worked by the signal box whose "Distant" signal it is. Therefore both outer levers must be "pulled-off" before the middle lever can drop and clear the "Distant" signal. Also the restoring of either outer lever will lift the middle lever and return the "Distant" arm to "caution" (horizontal).

"Back-slotting" is sometimes used where there is an "Outer Distant" on one post followed by an "Inner Distant" on the next post. This appears to be rare, is unlikely to occur on a model railway due to space limitations and due to mechanical complexity it is usually simpler to achieve it by electric locking of the mechanical levers concerned.

The rules and regulations governing block working are considerable, hence we have only outlined the basics herein. Either your nearest friendly railwayperson or one of those all too rare species a "railway signalling enthusiast" may be able to help interested modellers. Sydneysiders could visit the Carlingford line, especially Camellia, which has not only block working but ordinary staff & ticket and large electric staff token systems for the single-lines to Carlingford and Sandown respectively. Another article will deal with single-line operation using various token systems as a form of block-working though the use of ordinary block instruments for single bi-directional operation occurs on many systems.



No.26 and No.17 hard at work on Caledonia Bank with 1,200 tons of Pelton coal in August 1977. This working is typical of present day operations with bogie coal hoppers.

The Bob Tailed T's

research
text
photos
plan

Phil Collins, Ray Love
Phil Collins
John Glastonbury
Roger Johnson

In November, 1912 the South Maitland Railways (at that time known as the East Greta Coal Mining Co. Railway) placed in service their second locomotive to carry the No.10 road number. The locomotive had been completed the previous year by Beyer Peacock and Company in England. At the time of entering service this 2—8—2 tank locomotive was the most powerful conventional locomotive in service in Australia.

The design followed very closely that of the NSWGR T class (D50 class) locomotive and for all intent and purposes was a tank version of that class. Features common to both were the boiler design, Allan type valve gear,

flangeless intermediate and driving wheels and, with few exceptions, cab layout. Like the early T's, the 10 class had, and still retain, saturated boilers.

The features which distinguish the 10 class are their side tanks, which extend the full length of the boiler and carry 2,400 gallons of water. The length of the tank necessitated a cut-out section above the intermediate coupled wheels to allow access to the Allan straight link motion gear. The four ton coal bunker is attached to the rear of the cab. This feature, and their obvious T class ancestry, is what lead to the nickname "Bob Tail T's".

The need for the 10 class arose as a result of the Government systems' introduction of the

parent T class. The East Greta Co's locos were small and varied and unable to bring into the exchange sidings a comparable load to the T class, thus making an imbalance in the workings. The 10 class soon solved this problem, along with many others, and the older, smaller locos were relegated to shunting duties as the 10 class became more numerous; a common story. If anyone is interested in this side of the South Maitland Railways and the Company's operation in general in the pre sixties, then I recommend the late G.H. Eardley's book "The Railways of the South Maitland Coalfields".

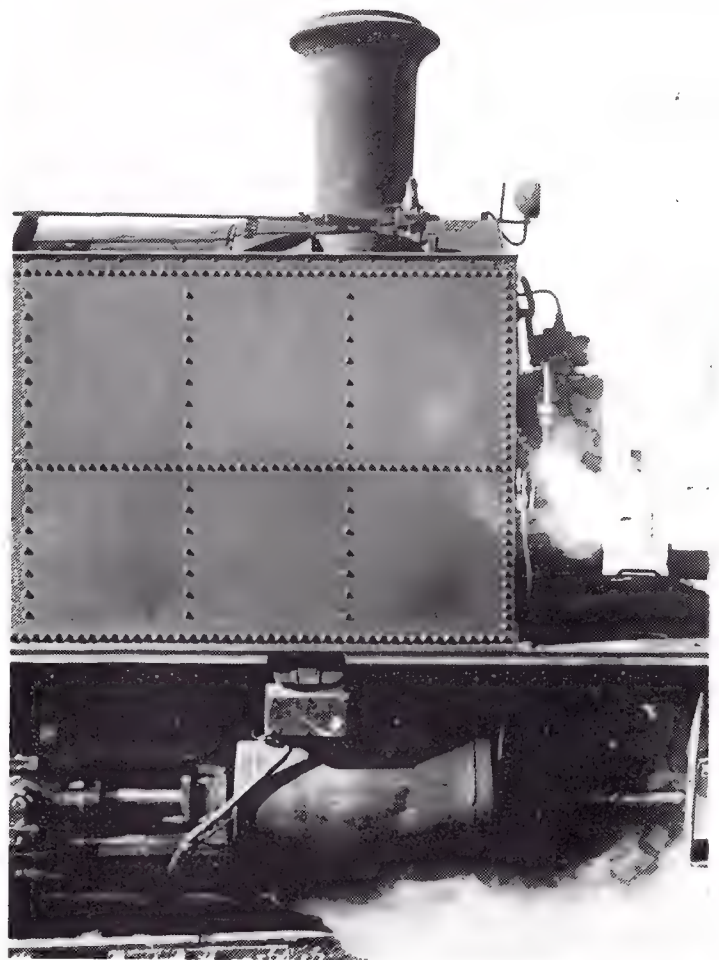
Since introduction of the 10 class, one could only say they were a success. Powerful,

Below No.20 at Weston in October 1978





Above left No.27 — fireman's side. Note the air cylinder on this side as well as the driver's side. Covers are missing from the washout plugs.



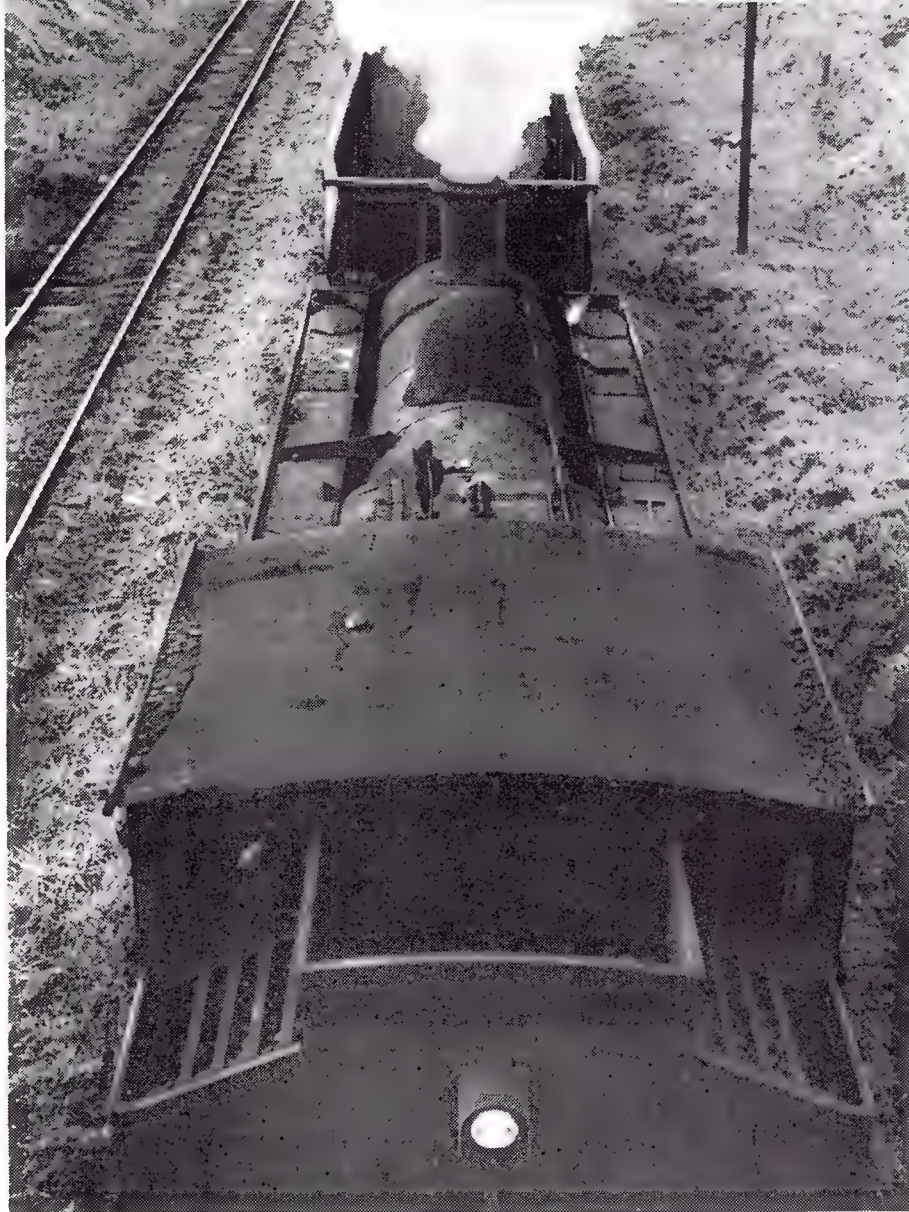
Above right No.27 — Note position of the Westinghouse Air Brake compressor governor. Some of the locomotives have the governor mounted near the dome. Originally the front sandboxes were above the piston rod but were later moved to the position shown.



Right — driver's side of No.27. Note the repaired side tank has an extra row of rivets.

Below left and right — two views of the driver's side of No.20.





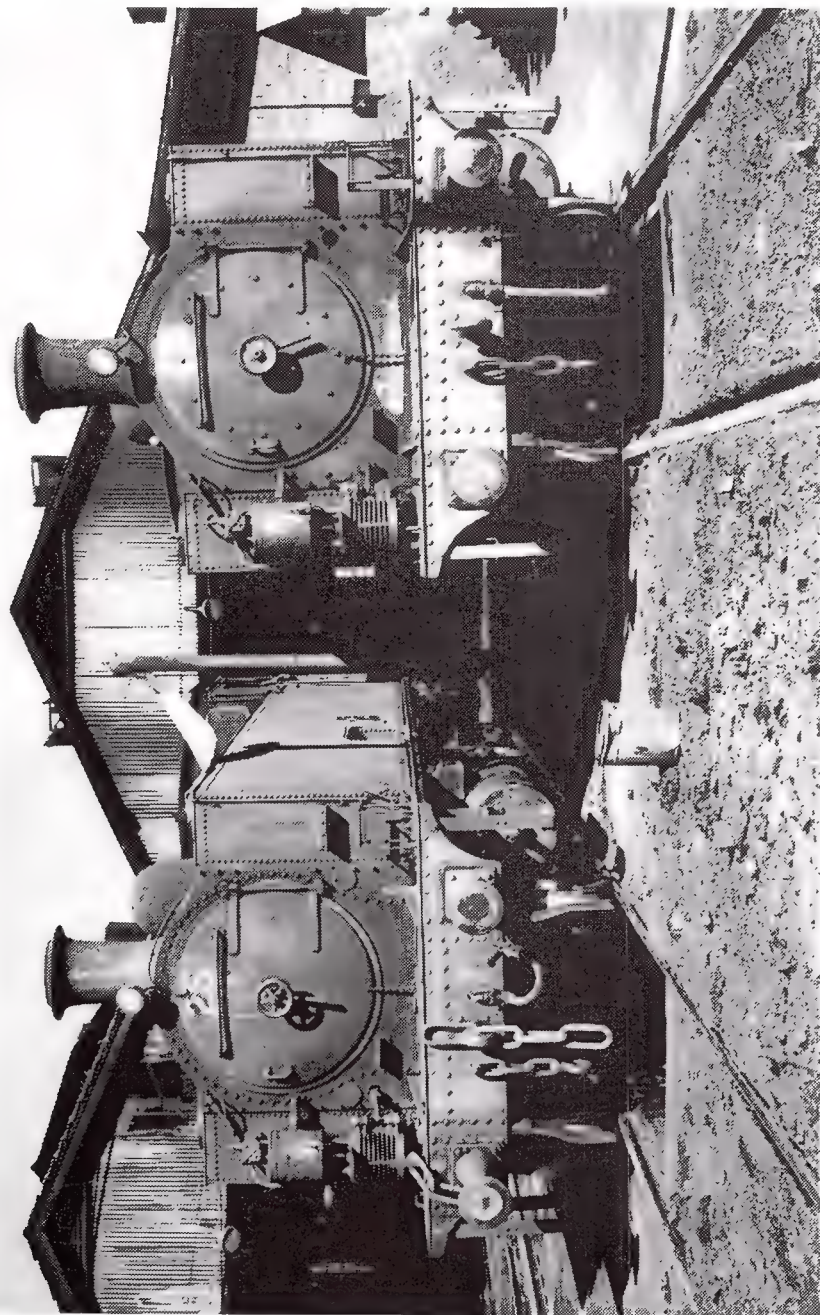
trouble free, and, more importantly, simple in operation they allowed the Company to phase out their old equipment. By 1926 there were 14 of the class and the same number exists today, a tribute to their design and maintenance.

Differences within the class are few but notable. The most obvious is the three differing coal bunkers used. This is adequately detailed in the plan. However, photographic evidence suggests some interchanging over the years of the original and extended versions. Additional to those mentioned in the plan as having an extended bunker is No.17. Most locos have now been fitted with extended bunkers, thus improving the coaling of the engines (less wastage from the overhead chute) as well as a slight increase in coal capacity (1979). Certainly No.25 is unique. Domes are also interchangeable with refits, there being a short and a tall version. Air tanks also vary, from recessed ends to convex ends. A more interesting variation is that No.27 is fitted with a taller D50 class funnel. Originally, Nos.30 and 31 were fitted with chime whistles but these were removed and fitted to the S class 4—6—4 tanks. Modifications to the locos have been few, a testament to their sound design. Most important of these modifications was the fitting of Detroit Bulleye 5 feed lubricators, first fitted to No.18 in 1947. Over the years new boilers have been fabricated in the East Greta Workshops and many of the locos are so fitted. One major concession to Modernity began in 1976 with the progressive fitting of auto-couplers to all

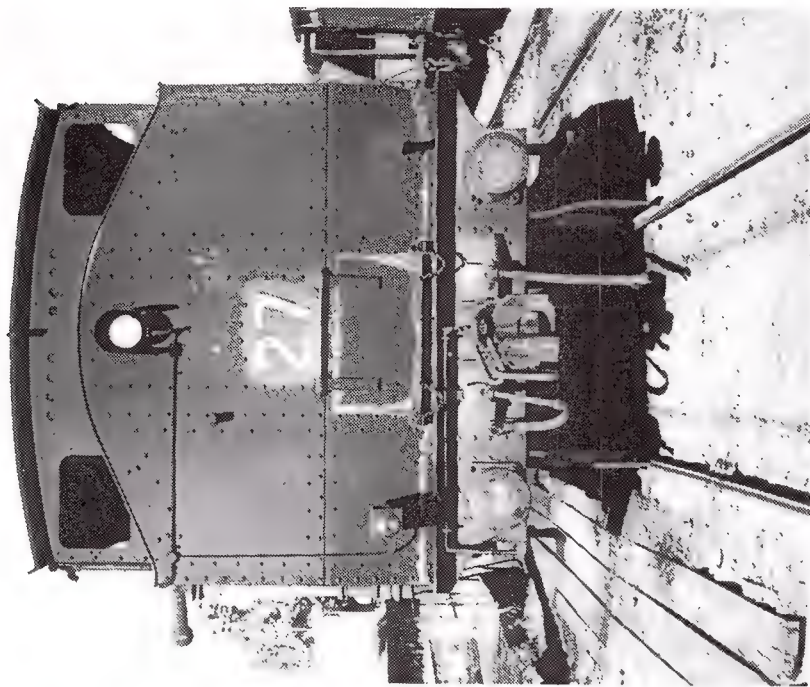
Left No.31 top view. Has extended coal bunker. Water filler hatches have been left open.

Below No.31 with the Cessnock goods at Aberdare Junction in 1973. The engine is in typical condition of the pre bogie hopper days — oil marker lamps, buffers, hook type drawgear. The painted lining is a remnant of the once blue livery of earlier years.

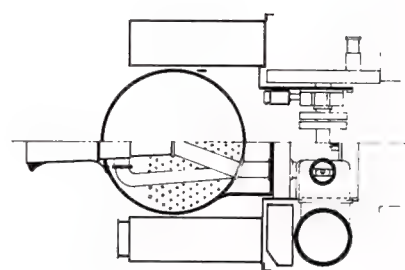




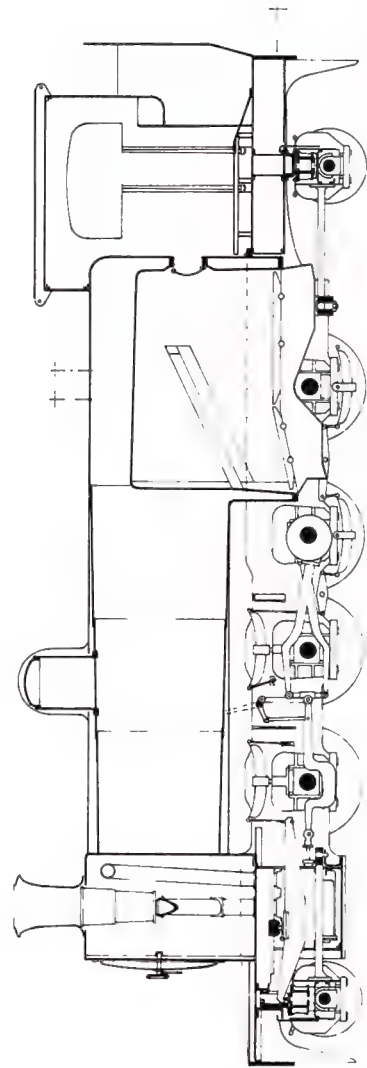
SMR No.10 and No.25 at East Greta Locomotive Depot, May 1973. Note differences in rivet detail on smokebox front.



No.27 — rear view. Original bunker form. Auto couplers fitted.

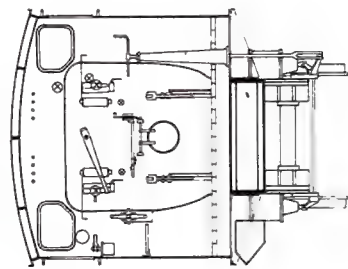


SECTIONS
At Smokebox At Driving Wheel

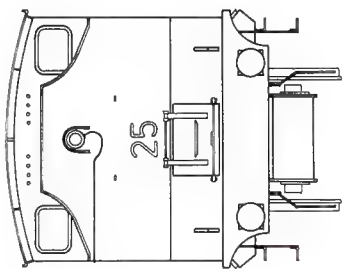
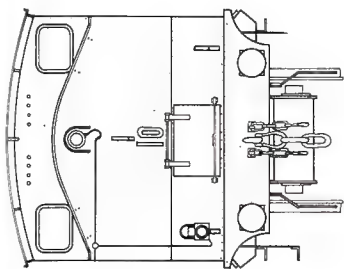


SECTION A-A

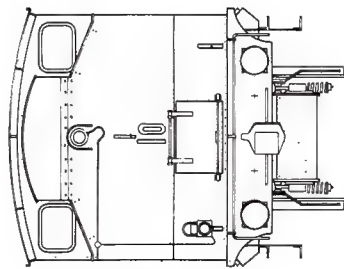
Note - D Slide Valve



CAB DETAILS
(Not complete)



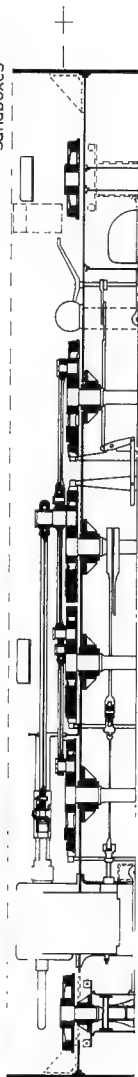
Details of No 25's home
 made rear sheeting.
 Note - no rivets.



Extended bunkers are
 fitted to Nos 10, 18, 19
 and 20.

No 10 before addition of
 automatic couplers and
 extended bunker. (This
 is the shape of the later
 loco's bunkers.)

Note differing locations of rear
 sandboxes



HALF SECTION BELOW FOOTPLATE



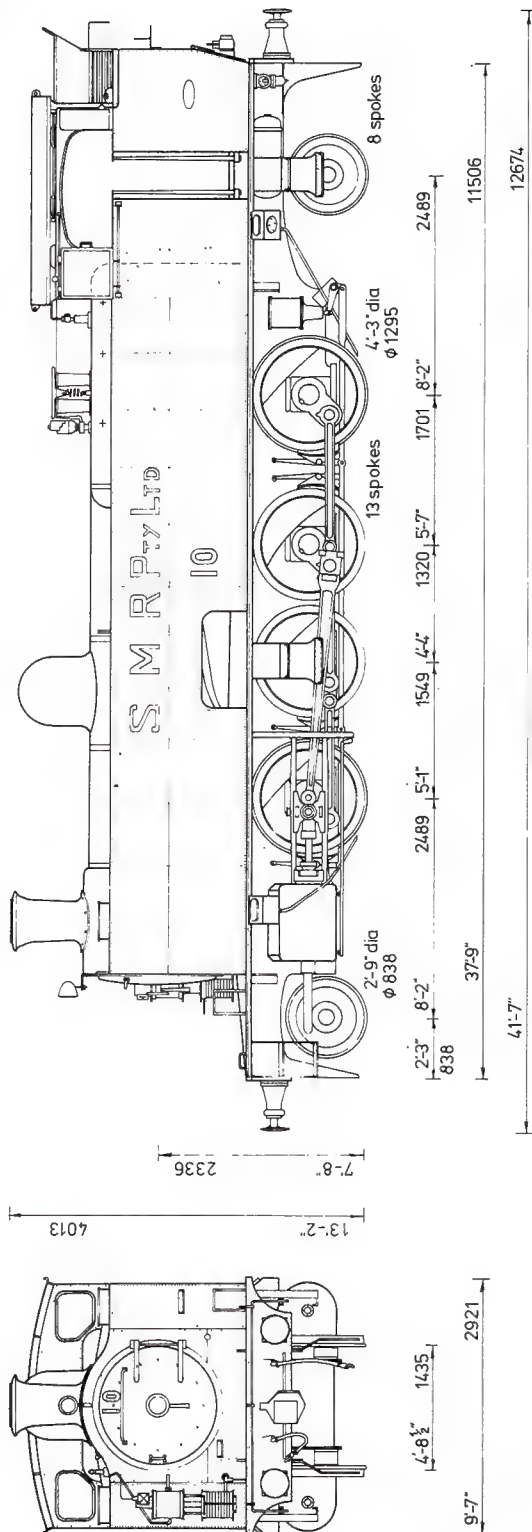
Alternate Steam
 Dome Cover



Alternate Air Receiver

0 1 2 3 4 5 6 7 8 9 10 feet
 0 1 2 3 metres

Water capacity 2400gl
 10680lt
 Boiler pressure 180lb/sqin
 1240 kPa
 Original bunker capacity 4Tons
 4,064 Tonnes



SPECIFICATIONS

CONFIGURATION	— 2 — 8 — 2 Mineral Tank
DRIVING WHEEL DIA.	— 51 inches
LEADING & TRAILING WHEEL DIA.	— 33 inches
RIGID WHEELBASE	— 15 feet
TOTAL WHEELBASE	— 31 feet 4 inches
CYLINDER DIA.	— 20 inches
CYLINDER STROKE	— 26 inches
BOILER PRESSURE	— 180 lb/sq. in.
GRATE AREA	— 29 sq. ft.
HEATING SURFACE (TUBES)	— 1,685 sq. ft.
HEATING SURFACE (FIREBOX)	— 153 sq. ft.
HEATING SURFACE (TOTAL)	— 1,838 sq. ft.
WEIGHT IN WORKING ORDER	— 83 tons 10 cwt (60 ton over drivers)
TRACTIVE EFFORT	— 30,940 lbs.
WATER CAPACITY	— 2,400 gallons
COAL CAPACITY	— 4 tons (small bunker)
MAXIMUM LOADS UP DIRECTION	(i.e. loaded and working to East Greta)
NON-AIR HOPPERS	— 610 tons
AIR BRAKED STOCK	— 698 tons

DATA SHEET

Loco. No.	Builder's No.	Year In Service *
10	5520	1912
17	5790	1914
18	5909	1915
19	5910	1915
20	5998	1920
22	6055	1921
23	6056	1921
24	6125	1922
25	6126	1923
26	6127	1923
27	6137	1923
28	6138	1923
30	6294	1926
31	6295	1926

* Not necessarily the year built.

the class except Nos.23 and 25. No.31 was the first to be so fitted. Since the fitting of auto-couplers all locos (except 23 and 25) have had their buffers removed, and were fitted with pipework handrails adjacent to the leading pony wheels.

Colour schemes

Generally, the locomotives have carried only two colour schemes during their lifetime, Royal Blue and Black. Black is the basic colour of the engines and early photographs depict them in standard black. But, in the 1956 period four locomotives, Nos.23, 28, 30 and 31 were painted Royal Blue with Gold/Yellow lining. These engines retained the colour into the early 60's, returning to standard black with their next general overhaul. With recent overhauls and repaints the locomotives have been emerging in semi-gloss black, red buffer beams, red fluted side rods and yellow or buff lettering (SMR Pty Ltd) on the side tanks, with brass numbers on the sides, front and rear.

Electric lighting

Unlike their NSWGR "cousins", the SMR 10 class do not carry a steam turbine for illumination, but rely on battery power. (Their true cousins, the saturated 50 class were not

even blessed with battery power, but were only fitted with kerosene lamps, even in the cab).

The 12 volt battery is carried in a fabricated case on the front buffer beam (during the hours of darkness or failing light) and it provides power for the small headlights on the front and rear of the loco. Prior to the mid 1970's, the loco marker lamps on the front and rear were kerosene powered, but are now connected via relevant conduits and wiring to the battery system.

Piston tailrods

Piston tailrods were fitted to the engines when built. During the 1940's the piston tailrods were progressively removed from the engines. In recent years they have been restored. Engine No.23 is the only locomotive not fitted with piston tailrods.

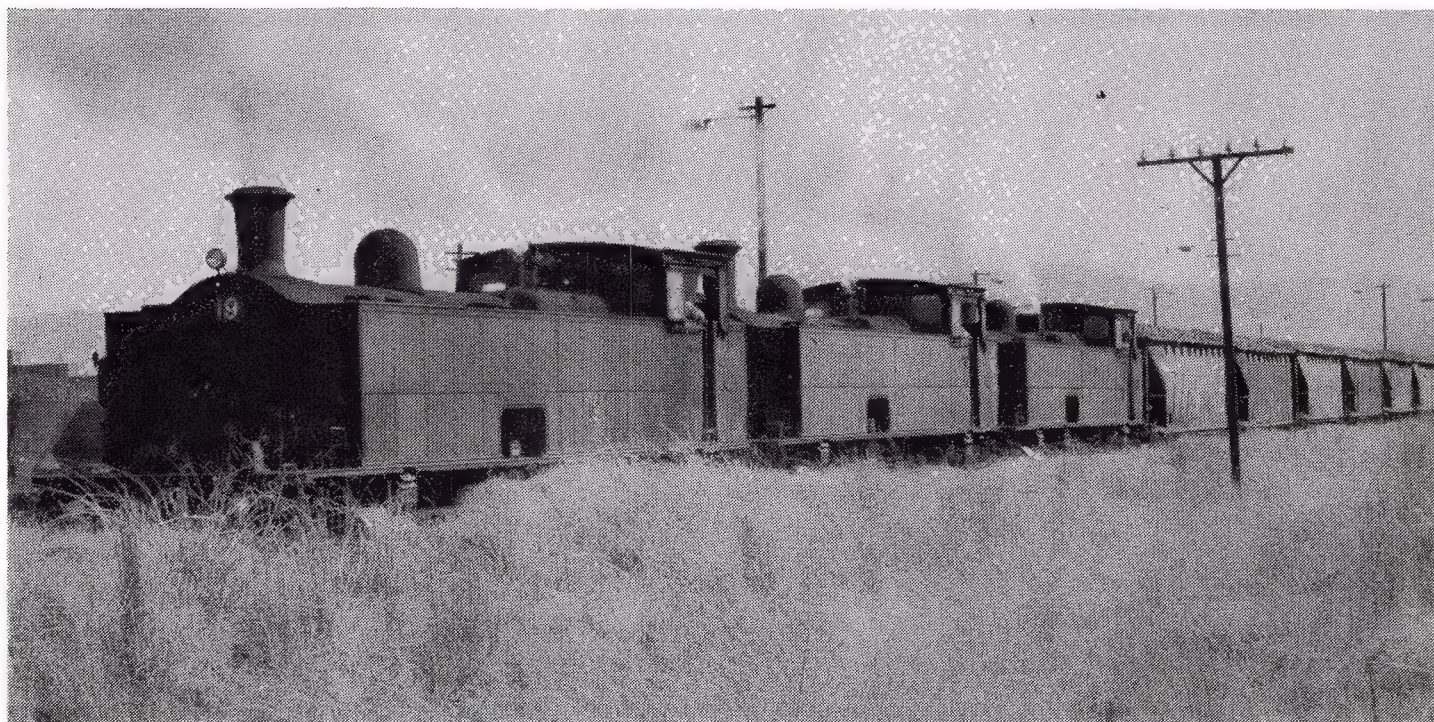
In service the class was, and still is, most successful. Their tank engine design gives them a greater tractive effort than a T class and when working in tandem they can haul a load equivalent to a 60 class garratt. So impressed was E.E. Lucy, the C.M.E. of the N.S.W.G.R., in 1917, that he had them earmarked for the difficult Sydney North Shore line if the rumoured takeover had gone

through. Fortunately, nothing happened, and we still have these fine locomotives in service.

One of the best anecdotes I could dig up on the 10 class in service was as follows: One evening a driver came into East Greta with a load of non-air coal hoppers and booked the loco as in need of attention. However, the doubting fitter refused to believe the driver, and checked the load. The result was 70 loaded wagons instead of the usual maximum load of 40. (Does this mean that guards cannot count, or that fitters do not like work! Ed.)

The 10 class was synonymous with the non-air braked coal hopper wagons of the S.M.R. The pictorial accompanying this article gives a good idea of this operation. Unfortunately, the only remaining use of the non-air hoppers is on the Hexham — Stockrington line. Even on the S.M.R. the domain of the 10 class has been reduced, due to mine closures. The main working now is from Pelton and Aberdare with a very occasional trip to Neath Washery. Since dieselisation of the P.T.C. workings the non-air hoppers have been replaced by BCH, FCH, HCH, CH and CTS aluminium bogie

Continued on page 36



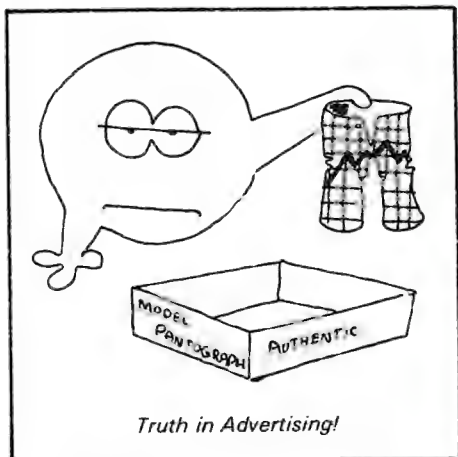
SMR No's 19,27 and 17 hauling a 1750 ton coal train up Caledonia Bank, December 1977. 27 and 17 had 'stuck up' and 19 had to assist. Note the stack on 27 is three inches taller than the others (ex NSWGR "T"). Photo by Ray Cross.



Above: Rio Grande Mikado and Mountain have just about reached home as they drift down into the yards with a string of box cars on the draw bars, all to be switched into the yard below. The photograph was taken at the 1978 Sydney Showground exhibition on the Prospect Model Railway Club layout. The locos were detailed by Greg Archer, who also took the photograph.

Right: Union Pacific loves big power and so do the modellers of Union Pacific as shown in the super power line-up at the Prospect Model Railway Club. Photo Greg Archer.

SCENIC ROUTE



INTERNATIONAL TOY AND SPORTING GOODS TRADE FAIR — SYDNEY, March 1980

The Trade Fair this year revealed a number of new model railway items for overseas prototypes, from the established commercial manufacturers. There was disappointingly little of Australian prototype however. Following are what each of the manufacturers who were represented had to offer:—

Lima

No new items on display for the Australian range. The Japanese motor car carrier was shown repainted and lettered as a VR vehicle.

The South African Railways suburban electric cars were very well detailed and show the progress being made by Lima in painting and detailing their models. Also noted were the Australian Indian Pacific and Southern Aurora passenger cars in Amtrak colours; something of a change to what usually occurs.

Lima powered models this year feature a revised motor to provide more efficient noise reduction and television and radio suppression. Initial indications are that the motor has better low speed characteristics. Extra weight and some refinement of detailing can be expected in locomotives produced in 1980.

H & M

The H & M 3000 controller was displayed on the Liberty Trading stand. Limited supplies are expected about September. The H & M 3000 is a transistorised controller (not a multiplex 2-wire type) and shows excellent control characteristics, including speed compensation for loads being conveyed up hill, then down hill, etc.

Also displayed was a pilot model of an H & M loco-tester. This will no doubt be a most useful unit for testing locomotives. It contains a short length of track and five sets of rollers, and is complete with the necessary wiring.

Mainline

The Jubilee and Warship locomotives are expected this year, and a BR restaurant car in the SK range. The Manor and Patriot locomotives and buildings shown in the catalogue are not expected to appear however. The yet to be seen items of freight rolling stock shown in the 1979 catalogue should also be available. However, anyone interested in the English prototype should be warned that many items in the 1979 catalogue are due to be withdrawn, but stocks should be available in

Australia for most of 1980. Other items, such as the J72 steam locomotive and the Class 45 diesel will ultimately appear in different colour schemes or with new numbers.

Hornby

New agents in Australia are to be appointed; however the full range would appear to be still available, and the proposed new lines should appear in due course.

Mamod

A solid fuel fired locomotive, together with two metal wagons were displayed operating on a 5 metre oval of track. The gauge of the track is O gauge but the equipment is freelance, apparently to a scale of 16 mm = 1 ft. No further details were available as to likely availability of these items.

B. H. Winn

Piko HO and N, Berliner-Bahnen TT Scale equipment, and Vero structures were on display. A few new items are expected to be available in 1980.

Graham Ahern & Ross Hurley

1980 MELBOURNE MODEL RAILWAY EXHIBITION

Melbourne's 11th Annual Model Railway Exhibition was once again held in the Camberwell Civic Centre, over the period 7th-10th March, 1980. As always, it was held in conjunction with the Moomba Festival.

The exhibition consisted of some 26 exhibits which covered all scales and gauges of the hobby, along with representatives of the various historical groups, live steam groups and trade exhibits.

Various clinics were conducted throughout the four days of the exhibition, and showed the many and varied methods of buildings most items relevant to the hobby. The demonstrators were kept busy answering a barrage of questions, thus proving the interest generated by these clinics. Even this esteem reporter learned how not to use his fingers as heat sinks when soldering!

On the commercial side patrons were able to peruse and buy goods supplied by Hylands Bookshop, Windsor Publications, Hobbycraft-Barwoods, The Engine Shed, Arcade Signal Box, Marklin Distributors and Bill Webb Mail Order. (Bill and Marge fronted up again the following weekend, at a Sydney exhibition. Boy, what stamina!) It was pleasing to note that Model Dockyard (for the first time) exhibited a static display case containing products available from that company.

Diamond Valley Pty Ltd depicted the live steam groups, ARHS (Victorian Division) the preservation groups, and the Melbourne Model Railway Society, SCMRA and AMRA (Victorian Branch) — the hosts for the exhibition — represented the larger model railway clubs. All of these exhibitors offered wares and tokens relevant to their own being, particularly in regard to new members. The ARHS had a continuous film screening which always seemed to be a crowd gatherer.

So far as layouts were concerned this year's eyeopener must surely have been the American outline N scale layout of the West Coast Mining Corporation — sort of like a mini Mt Newman! The ore cars were loaded at the mine-head (higher up on the layout), only to be unloaded at the wharf area by way of a rotary dump system. And it actually worked! Top marks for animation.

For those seeking multi-operation this was available on the J.H.M. Railroad layout, a large

N scale American system utilising up to 5 operators. An abundance of action prevailed on this impressive layout. The other N scale layouts (Henry Andrews' and the Russellville and Roberttown Railway) made up a quartette which did justice to this particular scale.

Moving up the ladder the fly boys from RAAF Laverton Model Railway Club had a diorama-type layout of the American backwoods locale. This HO N3 layout was built on two cupboards to overcome space problems synonymous with servicemen in service quarters. Whilst basically a point-to-point, a continuous run was made possible for purposes of exhibiting the layout. Scenery and structures were very well done.

O scale was represented per Chris Fletcher and Wes Lummers. This layout was built of commercially available components and featured both Continental and American outline equipment. It was somewhat strange to see an other-than NSW type O scale layout!

The WELT Tramway layout, a regular at the Melbourne exhibitions, was once again present.

Victorian prototype layouts (both of which were in HO scale) were displayed by the Melbourne Model Railway Society, with its automatic signalling system and somewhat spectacular ravine crossing, and the Melbourne, Mt Alexander and Murray River Railway — the very impressive "Woodend" layout of Graeme Brown. Noticeably missing this year was the third in this trio of prototype layouts — "Malmsbury". There were a few additional scenic items and subtle changes on Woodend, along with a lot more rolling stock (a good percentage of which belonged to the father and son team of Bob and Phil Dunn) — all scratchbuilt. I still feel that Graeme's GY's are amongst the best around, and when made up into a train of 50 or so vehicles they really look great. We will be featuring this layout in a future issue of AMRM.

The ever popular Snack Bar this year decided to cater for the public by way of sandwich packs and coffee. This was considered a blessing in disguise as the eateries near the Civic Centre at Camberwell are few and far between. It also allowed patrons to remain within the air conditioned comfort of the complex.

Summarising up, then, the exhibition was well up to its usual standards. Aisle space was a bit more generous this year and was greatly appreciated. Once again the familiar faces of the exhibition chasers from Sydney and Canberra (plus, I believe, some from Adelaide and Brisbane) were present. Another successful exhibition under AMRA's belt.

Allan Brown

The BOB TAILED T's

Continued from page 34

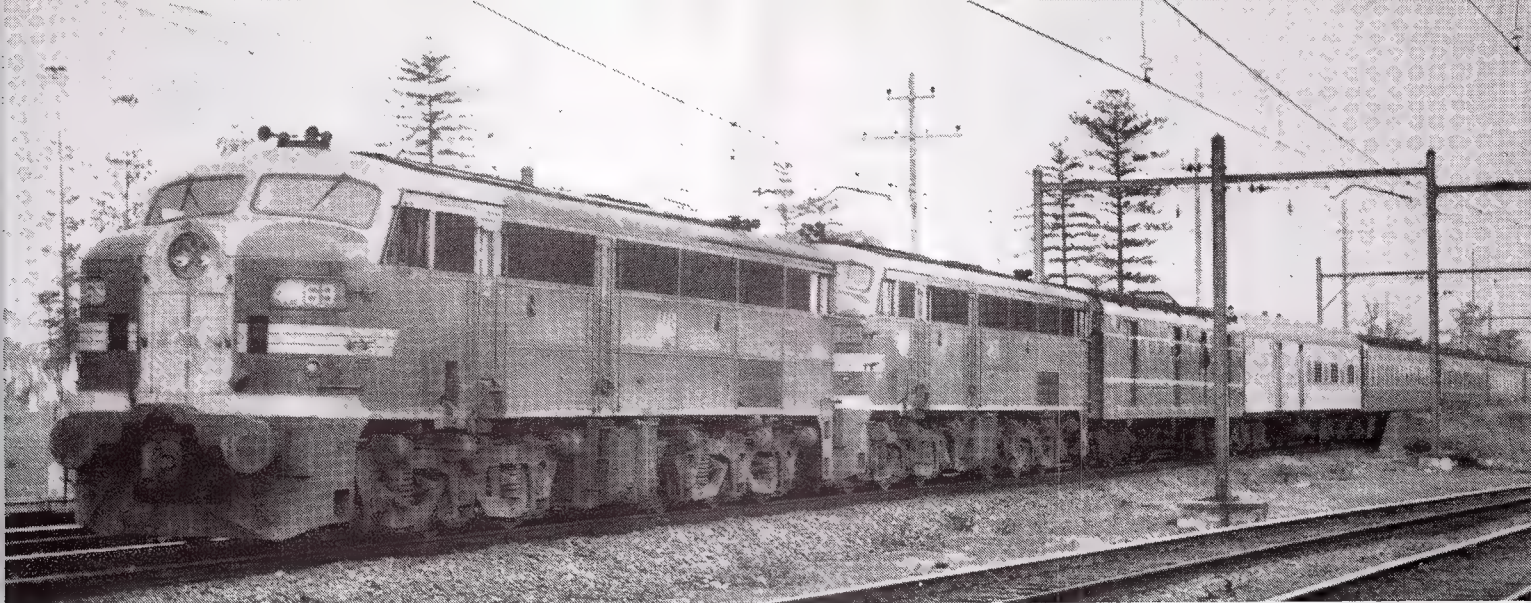
vehicles, and even the quaint brake vans have been superseded by Government owned units to speed exchange at East Greta.

As well as coal haulage, the class were used on the Cessnock Goods which was made up of Government rolling stock. On the return workings the load would be built up to maximum tonnage at Aberdare with the non-air hoppers and brake van being added to the rear of the air-braked Government vehicles. Of course this train does not run now that Cessnock is abandoned as a station. The most interesting non-coal working was probably the use of double-headed 10 class on the circus trains at Cessnock.

Double-heading was also used in non air days. So too was the use of 10 class as bank engines, but neither operation was extensive. Today, double-heading from Pelton often occurs if the loading is sufficient, with single locos being the order of the day from Aberdare. A double 10 class with 22 BCH's is a stirring sight on Caledonia Bank. No's. 23 and 25, however, are restricted to non-air working on the Hexham — Stockrington line, being transferred there in 1973/77. Other units used at Hexham on rotation have been No's 10, 17 and 19.

Currently, the operation of the 10 class are few compared to the number of shifts worked in the 50's. However, they are still at work and will be there for some time to come, even if the workings are irregular due to varying demands for steaming coal.

In preparing this article I am indebted to the late G.H. Eardley and his book "The Railways of the South Maitland Coalfields". Further information has come from the N.S.W. Digest (ARHS) and my own notes.



At first glance this photograph appears to be just another shot of a pair of 44s hauling the Spirit of Progress, but the photo becomes more interesting when it is noticed that the pilot engine is 4469, the one on which Lima based their popular model. The train engine is 4426; note the cluster of horns on this engine as compared with only two on 4469. Most Sydneysiders will instantly recognise the location — Rookwood NSW, about June 1969. Jack Parker photo.

MAIL BAG

Sir,

Congratulations on the colour and on your centenary. I was most pleased to find your colour issue. It is an excellent rendition.

Re photo of Kevin Longhead's Mopping Branch has featured I think in an earlier issue. My opinion on that earlier black and white was not very high. The colour shot certainly gives one a better opinion of Kevin's layout and modelling abilities.

I think there is a lesson here — or at least a murmur from one amongst the masses. A few issues back you talked about inspiration. To modify a well known idiom "A good picture is worth a thousand words; a lousy one's worth about ten, if you're in a generous mood".

No I am not foolishly suggesting that you even remain in colour, let alone extend your colour coverage. But I do strongly urge you to improve the printing of your black and white. Yours seems much closer than Model Railroader.

On another topic — you mentioned considering changing the name from "Model" to just "Railway" Magazine. My vote is don't. Even if your model

content is low it is still the Australian Model Railway Magazine and I will always long to see who is advertising what. If you stop the model orientation then I can't imagine that the advertisers whose goods I buy would continue to advertise so there would be no point in my buying your magazine.

I am sympathetic with your need for articles and I sure get plenty of ideas for articles. Regrettably, the mind works faster than the body and we could be all grey before I get another article to you.

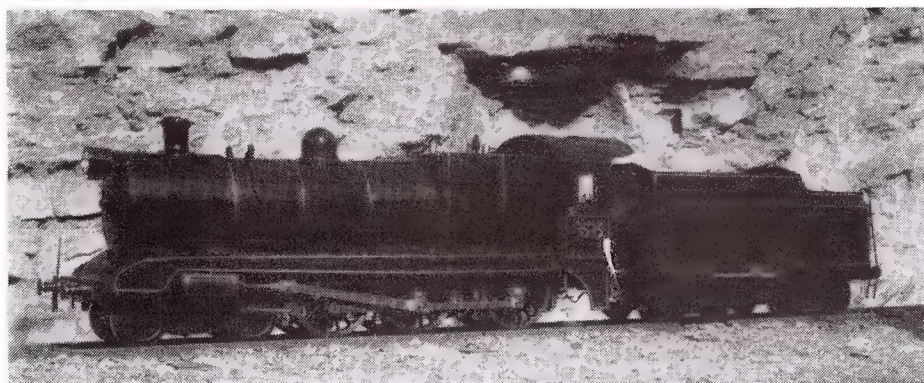
Thank you for listening and dig in there. We do appreciate your efforts.

Phil Morrow,
Kings Park. 2148.

Sir,

I thought readers may be interested in the enclosed photos of model locomotives. 3535 is painted blue and is a model of the locomotive which hauled the CAVES EXPRESS, whilst 4469 is known as the LIMA SPECIAL. I wish to point out that they are not HO models, but 5 inch gauge models which can be seen at WASCOE SIDING at Blaxland, NSW, on the first Sunday of each month except January.

3535 is a fully operating, coal fired, steam model which took eight years to build by John Cummings and is a faithful reproduction of the NSW C35 class. It operates on a boiler pressure of 90 lbs per sq inch and is capable of hauling approx 30 passengers.



4469 is powered by a Victa 125cc lawn mower engine, and took approx 18 months to build, by John Hill. The bogies are fully sprung and compensated and each axle is driven by sprockets and chains from a ride on Rover lawn mower gear box, giving both forward and reverse, driven by the Victa engine.

5 inch gauge models of standard gauge railways are usually built to a scale of 1 1/8" to 1 foot.

Eddie Garde,
Blaxland. 2774.

Sir,

I have in recent issues noted the new NSWGR locomotive releases from various kit manufacturers e.g. FSM etc and though not wanting to buy into the old and never — ending argument over prototype etc, wish to ask: "Why only NSWGR locomotives?" There are many locomotive prototypes that ran on more than one states' tracks that would be worth modelling on a commercial basis and to further Australian railway modelling as a whole. I do sincerely concede that unfortunately (Excuse bias) NSWGR modelling is the most popular, but as the "four foot" ran (Until only recently) only in New South Wales and limited over the Nullabor, and Five Six and Three Six ran extensively in the other states (yes there were others), surely prototypes exist to cater for the growing band of non-NSWGR modellers.

I even venture to suggest that there are prototypes on other lines that ran into or connected with the NSWGR and could be successfully incorporated into any NSWGR model or combination layout. I also believe that in keeping with your argument regarding small locomotives for small layouts (in which I fully concur) that the engines I suggest are not all mainliners, though they were certainly used on the big tracks.

My first suggested prototype is a (Excuse bias again) Victorian locomotive, the N-class 2-8-2 Mikado. This engine was used by both the Victorian Railways, and the South Australian Railways (as the 720 class) and examples are preserved at Newport Railway Museum and the Mile End Museum. The loco was used on a variety of lines (from the Western mainline to the Meringur Branch) and on a variety of different trains. The engine would not look out of place pulling into a Vic/NSW border station with a Pickup goods (e.g. Oaklands/Albury-Wodonga/To-cumwal, etc) and thus rubbing noses (almost) with C32's and standard goods engines on the four foot. Indeed SAR modellers could use the loco (without buffers) for a myriad of light mixed traffic duties as well as a Vic/SA border layout.

Indeed another Victorian locomotive, the E-class 2-4-2T tank loco was also used by both the SAR and the Victorian layouts, though its use was limited to suburban and light shunting tasks around both Adelaide and Melbourne.

A locomotive such as the Australian Standard Garratt or other Three foot six light loco would be a boon to the South Australian, Western Australian and Tasmanian and Queensland modellers. Please excuse my ignorance in this area, but I do believe there were a number of locomotives that were used in more or less the same guise in all narrow-gauge systems.

I hope this letter and hopefully others can persuade

the manufacturers to diversify their models slightly and enable other non-NSWGR modellers to equip their layouts with good quality locomotives and indeed NSWGR modellers to add non-NSWGR locos realistically to their operating rosters. Please take note makers . . .

I would be interested in the editor's comments on this idea.

Grahame Lowe,
Riddell's Creek, 3431.

In answering Grahame's letter, we must assume he has not taken into consideration the LIMA 'S', '930' class locomotives (or the planned release of the 'S', 'GM') or the Hornby 'S' and 'GM' class locomotives, which do cater for the non-NSWGR modeller, and we will not also consider the Berg's 48-class model which can double as an SAR 830-class, nor will we consider the projected Mansfield 442 that can double as an SAR 700. We will also ignore that the Berg's 32 and 50-class can be modified for Commonwealth Railways use nor the Friedmont 45-class which could have been used for an SAR 600-class.

Basically, it is believed that manufacturers are hesitant to produce models that will not sell, and accordingly they aim their products at a proven market. The NSWGR HO scale field has proven to be a viable commercial market, although it did not do this overnight, for NSWGR prototype modelling had grown in support for many years before the locomotive supply market became so plentiful.

How can a manufacturer gauge his market? Well, he can look for signs that there are a lot of modellers interested in his proposed field in existence, and these can be found by the evidence of club and exhibition activity in the designated area. Also, a good guide is the evidence of enthusiastic modellers in the local model press, i.e. numerous articles on modifications, scratchbuild, etc. from numerous authors which, at the moment, is not very evident, for in this magazine most of the non-NSW articles are written by a very small band of modellers.

Basically, it is up to the modellers in the non-NSWGR field to prove there is a market for their interest. Ed.

Sir,

Many articles in AMRM have stimulated activity in my workshop, and a number of CW and KF wagons have resulted. The article by Es Davies in the May/June 1979 issue stimulated my interest in a TE flat wagon.

For those who, like me, prefer to kitbash than scratchbuild, there is a proprietary model close to the TE. The 30ft flat car made by MDC Roundhouse, cat Nos 1450 to 1460 provides an excellent basis for a model. This kit comprises a styrene moulding over a white metal chassis and has excellent running qualities. An hour or so spent trimming the decking and filling (not filing) the underframe to more accurately match the correct profile shown in the drawings in the article, and a good representation results.

The bogies supplied by Roundhouse are the diamond type as used on the NSWRE flats, LWF and WW as well as some BBW ballast hoppers. Bogies on the TE model are well concealed by the underframe, so those supplied could be used.

The Roundhouse flats are available in a (3 in 1) kit, No 1502 somewhat less expensively with a few extra goodies for the spares box. As there were only six prototype wagons, 3 might be a bit too many for a single modeller (NOT if one has 3 HO Centurion Tanks. Ed.)

The TE cars seem to have carried both NSWRE and DofA numbers and codes. The NSWRE identifications were TE 11142, 11153, 11160, 11189, 11195 and 11200. The corresponding Army identifications were TN1 to TN6.

Dave Wilson,
Ontario, Canada.

Sir,

This letter is not a pretty one and it is bound to shake the termites out of the woodwork; but the point has to be made.

Problem — one month after buying an Atlas N scale GP9 it strips a plastic worm gear for no apparent reason.

I was not silly enough to think that a thirty dollar plus loco would be covered by a warranty so I drew a deep breath and searched Sydney for a replacement gear. No go. Melbourne? Adelaide? Brisbane? You guessed it. Plenty of courteous replies but no gear. An excellent expensive loco from a very reputable

manufacturer useless for the want of a tiny gear.

As a matter of curiosity I searched overseas mags and found that I can buy the exact same loco from the USA for less than half the Australian retail price, or just over half if I order more than twenty dollars worth and face a customs slug of 58%.

Hobby shop owners will bleat about support the local industry and keep Aussies employed etc, but how can I seriously consider that when I'm ripped off by dealers who haven't the foresight to stock spares? Their attitude seems to be "put it on a shelf till it sells and get another one. If it breaks the owner will, after twelve months of waiting, give up and buy another one". I've waited for twelve months and now I'm advertising in Market Place for wrecked mechanisms to scavenge for spares. If none turns up then I'll have no choice but to buy from overseas.

I realise most hobby shop owners earn less than Lang Hancock and I'll also admit many are very helpful where they can be. There are also one or two establishments that are intent on charging 10-15% more than everyone else in town, one large concern in Sydney that ignores AMRM and model exhibitions springs readily to mind.

So come on dealers! You've improved vastly over the past ten years but you are also on the crest of a wave at the moment and it can't last forever. If you sell something back it up with spares.

For the prices we're paying it's not asking too much.

Lawrence Nagy,
Fairfield East. 2165.

Very few hobby shops carry spare parts (other than possibly brushes and motors). It simply isn't a viable proposition, what with the many different brands of equipment, each one's large range of locos and the continual upgrading of these locos, not to mention the release of new ones. Imagine, say, The Model Dockyard keeping a full range of spares for the many brands of commercial equipment it stocks. Where would they keep it all?

It is accepted practice nowadays for the importers of most commercial equipment to keep a sufficient stock of spare parts to meet demands such as yours.

Atlas (now Rivarossi) is imported into this country by A.M.R.I., and I am confident that your local hobby shop proprietor would order the part from A.M.R.I. when next he submits his regular order. Possibly a rough sketch might help him (and A.M.R.I.) in establishing just what part you are seeking. Ed.

Sir,

Recently I purchased an MRC HFL two-car kit. I also purchased line diagrams of the two different types for detailing.

There are differences in the HFL. The first vehicle has diaphragms, vestibule connections at both ends, a guards compartment, and guards lookout windows.

The second vehicle, according to the PTC diagram and photo, is similar in body style, only it has a vestibule connection at the passenger end, and not at the terminal end, and is fitted with buffers.

Now, the "A" model makes up into the correct vehicle, but the "B" model differs greatly from the PTC drawing and photo. It has no vestibule connections, only a very small guards compartment, and no guards lookout windows.

Unless there are three types of HFL, an error has been made somewhere.

Could somebody please enlighten me? Has MRC invented a new vehicle, or are there more than two types within the class?

David Allen,
Lilli Pilli. 2229.

Sir,

Please accept my cheque for an annual subscription.

I was fortunate to be on hand at a local hobby supplier when your Centenary issue arrived. As an ardent NSWPTC follower I find the information in AMRM interesting and instructive.

Having recently purchased a quantity of kits for NSW coaches and freight wagons I am at some loss to obtain adequate detail — such as roof vents, underfloor equipment, coach-ends (buffing & coupling), etc. The 'Armstrong' referred to in the somewhat sketchy assembly instructions, for fine details, appears to be nebulous, and the railways are of little help.

Perhaps your good self or readers may be able to advise if any publications, plans or details, past or present, are obtainable anywhere. (Second Hand Bookshops). I do have an early illustrated booklet (B &

W) on NSW freight wagons, containing a wealth of detail but not many photos.

I am at present seeking BS/FS, NAM & TAM, and the old 'dog-box' coach details.

D. J. Grant,
Nathan. 4111.

A rather common call from readers engaging in local prototype and living many miles from the scene where much of the required information could be gathered first hand by checking the prototype. There are numerous other ways of obtaining information:

i. Join one the local model railway associations who can assist from their library: e.g. SCMRA PO Box 84 Miller, 2168.

ii. Purchase the line diagrams from the Archives Section, NSW PTC York St, Sydney. Include a SSAE for reply and appropriate costs.

iii. Purchase back issues and become a regular subscriber to the Australian MODEL RAILWAY Magazine. That's us! We have and will continue to cover the local scene. Some of your requirements may be covered in the articles printed in AMRM, i.e. FS/BS . . . issues 66/67 (now out of print). TAM . . . issue 83 (again out of print). It should be noted that most associations (like SCMRA) have libraries which include AMRM and some photo copying can be done for members. (Ed)

Sir,

Re complaints on local Prototype.
Friedmont/MRC kits . . .
K, S, BD.

Complaint: sides grossly overscale making them unsuitable for use without tarpaulins; fine detail usually broken or subject to bubbles.

Suggestion: open wagons are not suited to this method of production — injection moulding or brass etching would be more suitable and to my knowledge is the only way to produce an accurate, robust kit for these types.

MLV, FS/BS, MHG.

Complaint: dimensions of parts variable making it impossible to build a wagon square without removing part of the end, side or top depending on the particular way each piece has shrunk. Semi-opaque material used is unsuitable for vehicles with windows.

Suggestion: more attention needs to be taken to temperatures when producing these kits and checking the dimensions before sale to the public. From what I can see the manufacturers have hit on a method which is suitable for the one piece casting of enclosed vans and perhaps should be left at that as it is a pity to see what are obviously very good masters wasted on an unsuitable casting method and medium.

PMH underframes.

Underframes are a working part of a model and need to be square; most of those I have bought aren't: if Ratio can do it why can't we?

Whitemetal wagons: Prototype, Berg's.

Whitemetal is excellent for the locomotives where the weight is needed. It is not needed in this quantity behind the tender.

You may think by my remarks that I have it in for the Aussie manufacturers: not so. What worries me is if the quality control does not improve and manufacturers do not stick to those items which are suited to their particular production method then they will suffer in the end. Remember, it only takes one poor product to give the whole range a bad name and if we are not careful the Australian market may be lost to overseas manufacturers entirely, and that would be a great loss.

Bob Comerford,
Macgregor, ACT 2615.

Sir,

I am a complete newcomer to model railroading and a retired one at that. I purchased AMRM and also joined the association as I believe that you get out of a hobby what you put into that pursuit.

Taking addresses from AMRM I wrote, enclosing funds for brochures, price lists, etc to various advertisers. How some of these advertisers stay in business is beyond me.

I must compliment J. & J. Hobbies of Beaudesert, I wrote and posted one Sunday for catalogues and had them on Wednesday, the same applied to Model Dockyard of Melbourne. One Brisbane advertiser even had the courtesy to phone me and tell me that his product was not suitable for beginners, when it comes the time for me to buy 'brass' I know where I will go to.

Five to six weeks ago I sent funds for price lists, brochures, etc to other firms advertising in AMRM, so far not even a letter. One replied to a query in a hand written note with line spacings of about one inch in illegible writing, surely that company has a typewriter. This firm told me they had the goods I was looking for but no prices!!

I must point out that I was involved in a family mail order business for many years and all replies were done within 36 hours, mostly they were return mail. We stayed in business.

Another company was sent an order and cheque, cashed six days later, seven weeks ago. I am now pursuing that through the consumer affairs bureau.

I hope that the majority of your advertisers are not similar to those I wrote to, or did I happen to pick the rotten eggs. My thanks to the companies I mentioned, they are and will continue to receive my support.

D. J. Cottrell,
Windsor, 4030.

Unfortunately, there are "rotten eggs" in every business and there is little we can do about them, other than not purchase from them. Most of the advertisers of this magazine are known personally to us and are people of honest integrity. Actually, a good percentage of them are modellers, just like you and I. Ed.

Sir,

Magnifique! Terrific! Bella! Frightfully good! Wunderbar! Beaut! Of course I am referring to the 100th issue of the AMRM. The Magnificent Seven have done it again!

First of all they took over a good magazine, raised it to world standard, and then to cap it all produced their 100th issue with four pages of colour.

Congratulations Bob, Allan and all your grossly overworked and underpaid staff, from one reader who has every issue from No 1 onwards and wouldn't part with them for "quids"

Well, it looks like the apathy that is so prevalent in associations, clubs and unions in Australia, has, unfortunately, invaded the model railway hobby as well. I thought my letters in this magazine over the past six months would have stirred up some reaction from the trade or a fellow modeller, on the lack of support for the hobby by the trade.

The friend who warned me that I was hitting my head against a brick wall, was right. Apparently, the trade have no intention of using any of their profits to promote the hobby, when they can have it done for free by the amateurs who organise the model railway exhibitions staged around Australia each year.

Actually, I did get one small reaction which you will find hard to believe.

During a conversation with a retailer at a social function, he mentioned my letter and asked "how could the trade promote the hobby?"

If this is typical of the lack of marketing experience of the trade, no wonder we are not receiving any support. The exceptions, of course, are those retailers listed in my last letter.

As a suggestion (and I have several more for anyone interested), what about the trade getting together and declaring July, or any other month, Model Railway Month in Australia.

Displays could be organised, advertisements placed in newspapers and magazines, model railway clubs contacted to set up "open days", so that the public could be introduced to this wonderful hobby. Food for thought.

Issue 101 was again an excellent publication. However, I take exception to a remark made by Mr James McCarthy in his letter to Mail Bag re the Sydney Showground Exhibition, and I quote "If people want to exhibit yet another Marklin or Tri-ang layout with outrageous grades, curves and speeds than let them do it at one of the many suburban exhibitions. The major Sydney show should have only the top exhibits".

That is a very intolerant statement, James, which I am sure you don't mean. Every overworked member of the committees who organise the half dozen or so exhibitions in Sydney each year hopes his exhibition will have a fair sprinkling of "Menangle" and "Bylong" standard layouts.

Unfortunately, there are not enough "portable" layouts of this calibre to go around, so smaller, less detailed layouts are used as a contrast to the larger beautifully built ones.

On the other hand, John Citizen, who incidentally makes up over 90% of those who attend exhibitions, wants to get started in the hobby with an 8' x 4' layout using proprietary equipment. By seeing simple Hornby or Lima layouts in operation, he is hooked and starts

out in the hobby on a project that is not beyond his capabilities or pocket. As he becomes more proficient, he can graduate, if he so desires, to something more ambitious.

Isn't it better for the newcomer to start off gradually and build up his experience, rather than start something beyond his capabilities, become discouraged and frustrated, finally giving away the hobby and taking up phrenology?

Something else you have't taken into consideration, James, is that exhibition committees "invite" owners to exhibit their layouts. For various reasons you can't always get the layouts you want due to problems of staff, transport, etc. With a large hall to fill, sometimes you have to take second best, which unfortunately applies at times when exhibitors pull out at the last minute. Every exhibition committee, including the Sydney Showground, has had to face up to this problem at some time.

I am sure, James, that if you served on an exhibition committee for a year, you would realise the problems, frustrations and downright hard work entailed in mounting a model railway exhibition. Why not try it? You can get into the exhibition for free.

Whether you model Australian, English, or American in any gauge, buy all your equipment or scratchbuild everything from the sleepers up, there is room for everyone. So let's show a little tolerance of the other fellow, for even though it's scarce in the real world, let's make sure it's not lacking in the model railway world.

Bruce Lovett,
West Killara, 2071.

P.S. In case you are wondering, I have no connection with any exhibition committees; however, I have served on a number of committees in the past.

Sir,

I have just started up in model trains but I have a small problem which I hope someone concerned with the magazine or one of your readers may be able to help.

I have my track set up in the garage of my home but the rails get a film of oxide/rust on them which causes the trains to stop operating. I am having trouble with all-steel rails e.g. Tyco and Hornby 3' track sections which keep doing this. I am fairly close to the sea, about 1/2 mile. I was wondering if there was anything that a person could put on the rails or seal them that would stop this condition. My main track is Tyco which is brass so I have no problems with this. am not the only person with this problem. A few others in the town are experiencing the same thing. I hope you can help.

Also I was reading your magazine for the first time which I enjoyed because there isn't any real good hobby shops on the North West coast that one can get a great deal of equipment. I was wondering how can one tell when these goods advertised in the magazine have the same coupling system as either Tyco or Hornby, or does each name have a different coupling. Hope you can help.

Garry McGhie,
Ulverston. Tas. 7315.

Your problem, Garry, is common with modellers who live close to the sea yet use steel rail. The salt air eventually rusts the rail. Unfortunately, there is no known (reasonable) prevention, other than to change your track to (a) the Tyco brass, with which you say you are not having any trouble, or (b) a nickel silver brand.

In the case of nickel silver I would suggest Peco. This is available in either Set Track pieces or in Streamline 3' lengths. The latter is the only track permitted for posting within Australia, and by what you say about the lack of good hobby shops in your area you are going to have to deal mail order. Read all the ads in this and other magazines and familiarise yourself with what is available, then buy a few pieces for trial purposes.

You are obviously familiar with Hornby and Tyco couplings. Therefore, the following brands will couple with Hornby:— Mainline, Airfix, Lima (British Outline OO scale), some Life Like. The following will couple with Tyco:— Athearn, Roundhouse, Bachmann, Mehanotecnica, some Life Like, Trains Miniature. (Ed.)

Sir,

March/April 1980 issue is another great one. Australia has a magazine that is equal to or even better than many overseas glossies.

Regarding the great debate. We can all criticise and I suppose, most of us do, but this does not really help the hobby. We criticise (knock) manufacturers 'A's product and he doesn't listen. Why? His bank account makes better reading. If we didn't like what he made why did we buy it? We can only blame ourselves for the standard of the products.

We can simply not buy and do without a particular item; we can set to and scratchbuild it; we can buy the item and shut up if we don't like it; or we can help the hobby by trying to make a better product ourselves. I am not suggesting for a moment we can try to compete with the big fella — LIMA etc, but with our own peers — MRC, Friedmont, Workshop 5, FSM et al.

If one does decide to go into business for oneself there are four methods of manufacture we can consider — injection (die) casting, open sandwich epoxy casting, vacuum forming, simple or even lost wax casting of small items in plaster or synthetic rubber moulds. All the above methods are suitable for the backyarder.

Injection casting, if one listens to the 'experts', seems to require a factory full of complicated machinery. Nothing is further from the truth, the process is rather simple and the equipment for non-complicated short run types of moulds can be made in the home workshop. After all how was the first casting machine made? And most of the early factories weren't as well equipped as many modern home workshops. Just after the British magazine 'Model Railway News' changed its name to 'Model Railways' there was a series of articles that along with research in the public library will give the information required.

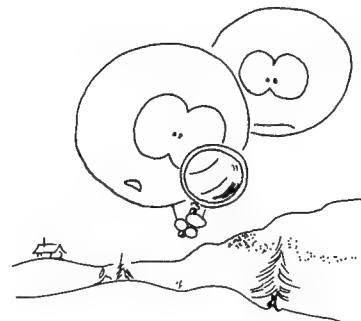
Likewise vacuum forming, used in the plastic aircraft and war game structure field, but not as yet (to any extent) in model railroading, can be used by the backyard manufacturer especially for making buildings. Articles in both Model Railways and Model Railroader can be used as a guide.

Simple casting of metal objects in plaster or synthetic rubber moulds is so well known it requires no discussion here. Anybody who has cast his own fishing sinkers knows how to go about it. The most popular production method used by the Australian backyarders and widely used by our American cousins is open sandwich epoxy casting. Reference to articles in back issues of AMRM and discussions with your local friendly supplier of material will give you the information you require.

Not mentioned so far is the dies for more than simple injection casting. Well, if you have the skill and facilities you can make your own. Alternatively you can find the address of a die maker in the Yellow Pages and contact him. He will take your patterns and drawings and send them to Hong Kong where for a relatively small fee an accurate set of dies will be made, upon where your friendly 'die maker' will then sell you these dies for a very hefty slug and you can then go into production. You could of course, contact the Hong Kong Trade Commission for the address of die makers who will do the work at a fraction of the Australian cost. But that doesn't help the local 'industry' does it?

Where the local backyarder falls down is in marketing. The work takes time, especially in epoxy casting where an hours work results in very few castings. You can market three ways; you can contact every hobbyshop for orders — and you will get orders; you can supply direct to modellers by Mail Order, especially if your production costs are high and a dealers' markup will out-price the model; you can alternatively, market through just one hobbyshop, especially, if your output is limited.

Selling through more than one hobbyshop with a limited output of production, has been the main cause of backyarders going out of business. They just



"N scale sheep be blown. It's white ants!"

didn't have the time to fill orders.

Selling Mail Order is a good idea if your production costs are high and/or if your production time is limited, and remember production time has to be allocated along with household and community work, hobby and recreation time, etc. Filling mail orders takes time from this.

Selling through one hobbyshop is about the best alternative, if you can make the shopkeeper understand the limitations (time, etc) on production and he is not to expect large runs unless the item is a fitting such as axle guards.

What to make? Well, the field is wide open. How about, for instance, a VR 'S' class boiler or 600-class (SAR) boiler to fit the Mehanotechnika 4-6-2 mechanism? This can be done by using a relatively simple mould if casting in metal. Or a VR 'K' class boiler to fit the Jouef 2-8-0? You do not have to make a complete kit, Cary Locomotive Works doesn't. A full range of locomotive fittings is required — domes, chimneys, etc. Typical Australian buildings are required.

So instead of complaining, lets get stuck into it!
Ern Raddatz,
St Albans, 3021.

Sir,

As a new (and very avid) reader of the Australian Model Railway Magazine and a complete novice to serious railway modelling, I am mystified by some terms which are probably "kid-stuff" to most readers.

I am well aware of the difference in scale between HO and OO, but could you please enlighten me on HO_{N3} and HO_{N2½}?

Peter Neale,
Fisher, ACT 2611.

This is a fairly common question and one that frequently causes confusion. The "HO" refers to the scale being modelled. The "n" denotes "narrow gauge". The "3", "2½" and, in this country, "3½" refer to the actual gauge being modelled within that HO scale. Thus, HO_{N3½} means HO modelling to a track gauge of 3'6" (Queensland modellers follow this and, to a certain degree, use commercially available TT track — 12mm). HO_{N3} means HO modelling to a track gauge of 3' (10.5mm). HO_{N2½} means HO modelling to a track gauge of 2'6" (most modellers use commercially available N scale track — 9mm). The same designations apply similarly to the larger scales e.g. Sn3½, On2½, etc. At the other extreme one must shudder at the thought of Zn 2½!
Ed.

Sir,

Alan Templeman's coverage of the NSWGR turntables (Jan/Feb, 1980) was well received and proved much information which would otherwise be very difficult for the average modeller to obtain.

It brought to mind an "incident" which occurred in the early 1970's at Narrandera to which I was a witness. An enthusiasts' special, headed by 3616, terminated there and as such the locomotive had to be turned for the return journey. Now, as Alan pointed out: (i) 36 class locomotives couldn't be turned on 60 ft manual turntables; (ii) Narrandera has a 60 ft table (manual).

The first attempt to balance the giant locomotive (for Narrandera anyway) was a joke. However, after receiving as much water and coal as was physically possible to squeeze into the tender, a second attempt was made. With not an inch of clearance at the tender's end, the locomotive was balanced and turned — about an hour after it had first attempted.

In closing I wish to thank the staff at AMRM for the fine job they are doing. Each issues seems to be better than the one before. Keep up the good work.

Bill Roach,
Boroko, PNG.

Sir,

Whilst remitting my subscription for another year I feel compelled to congratulate the staff and those involved with the production of your first true colour pix in issue No. 100.

I am a printer by trade (dabble in NSW HO at odd times) so perhaps a little more critical than your average reader yet I'm not down to counting rivets, and hopefully I will be instilled by your writers in the future to do a little more with my modelling projects.

J. A Beckett,
Hornsby 2077.

Sir,

Having just purchased 2 Friedmont kits I wish to register my disgust at the state, etc, of these kits. The kits were an ANR VEX and VR VHX bogie box cars.

First I want to enquire, are these kits made by just pouring the fluid polyester plastic into an open mould? If so, why can't the plastic be leveled off so that each side is the same thickness at each end of each side. The ends of the kit supplied varied from ⅛" to just under ¼" thick. The length also varied a full ⅛" in the two sides. Surely after 10 years of manufacturing the VEX (reviewed AMRM in September/October, 1970) they could overcome this deficit. Also no instruction leaflet to give one bogie centres, etc.

Re VHX kit, the wood roof is not wide enough. Otherwise, the kits are not too bad.

Trusting that AMRM can do something with the manufacturer re improving the kits and wishing AMRM continued success and progress.

Colin Sebire,
Rosanna 3084.

Sir,

May I wish you the very best on the 100th issue of AMRM. Boy, was it a lovely surprise to see the colour photos, and don't they add class to the mag. I believe that it is the very best magazine of its kind in the world because it is a labour of love and we really appreciate it. To all the gentlemen who have contributed over the 100 issues, thank you.

I attended the Sydney exhibition at the Showground last year for the first time and I was amazed at a variety of exhibits! Our hobby can only grow because the class was very high. I enjoyed looking for the Manangle 'oddities' and Bylong was surprising to see. I guess everyone who attended or reads this mag knows why.

Sue Hicks,
Padstow 2211.

Sir,

Please find enclosed one sub for this 'armchair supporter' who foolishly neglected to renew same at the end of 1979. Having done this I then had to rely on looking out for it at the local newsagency. They usually receive two copies which generally languish for a week or two before being purchased by persons unknown to me. Comes issue 100 and both copies vanish on the first day!

I don't dare let there be a repeat performance for this fiasco so take the seven bucks and make sure I don't miss out on issues 101, 102 etc.

Daryl Pendlebury,
Swan Hill. 3585.

Regular readers who purchase AMRM from their local newsagency but miss the initial release of an issue (like Darryl) are advised that they can request their newsagents to get them a copy from Gordon & Gotch, as long as it is within two months of the date of issue of the required copy. Ed.

Sir,

Having been a subscriber to AMRM since issue No 19 (March 1966) I wish to offer my congratulations on attaining 100 issues. Also to wish that AMRM will continue to advance for many years.

Over the years it has been interesting to see how the magazine has progressed. It has always been a very interesting and informative book with plenty of very good articles, hints, etc.

Continue the good work and please convey to all concerned in producing AMRM my grateful thanks for a job well done.

Colin Sibire,
Rosanna. 3084

Sir,

I am writing this letter only after building up a considerable level of frustration, embarrassment and shame.

The frustration arises from regularly seeing copies of AMRM in shops days before my subscription copy arrives. Not only in my regularly attended hobby shop, but also in my local, almost-in-the-country, newsagent! I realise that this is not your fault but the Postal Commission must have some responsibility for prompt delivery, or at least closer to the private distribution systems. The frustration remains.

The embarrassment arises on receiving the latest edition. I never fail to sit down and devour each copy on delivery. This time with colour as well as the normal excellent presentation!

Then shame at the thought of angry thoughts directed at hard working volunteers who each time give me the best value model railway reading available. It would be cheap at twice the price, so never apologise for price rises.

I originally subscribed not to secure a copy but to try to help your forward planning regarding 'sure' sales

as I was likely to remain part of YOUR frustration-readers who don't submit work. I include a further subscription in this regard and hope it is a small help.

Yours in great and impatient expectation.

Chris Main,
Bradbury. 2560.

The Postal Service is not always the culprit for late receipt of subscription copies, although everything does rely upon that service being completely normal for subscribers to receive their copy the same time as newsagents. Ed.

Sir,

You asked for comments on Issue 100; let me say congratulations on a job well done. It was a most impressive magazine and gives nothing away to the overseas jobs. I agree with your comment that Australian model railways would be a long way behind, without AMRM. All we need now is some "shake the box to assemble" rolling stock kits and we're made.

I read with interest Alan Templeman's first article on NSWGR Turntables. The sixty footer played host to 3646 virtually every night during the period I lived at Singleton. However, the odd 59 required to turn there after working down from Newdell or Muswellbrook and then having to return. The 59 could squeeze on alright, but it could not balance. The method used was to open the water cock and drain the tender, until the balance was found. This required the odd push and a bit of judgement to get it right before turning. Needless to say a long drink at the water column was required before setting off again.

Keep up the good work.

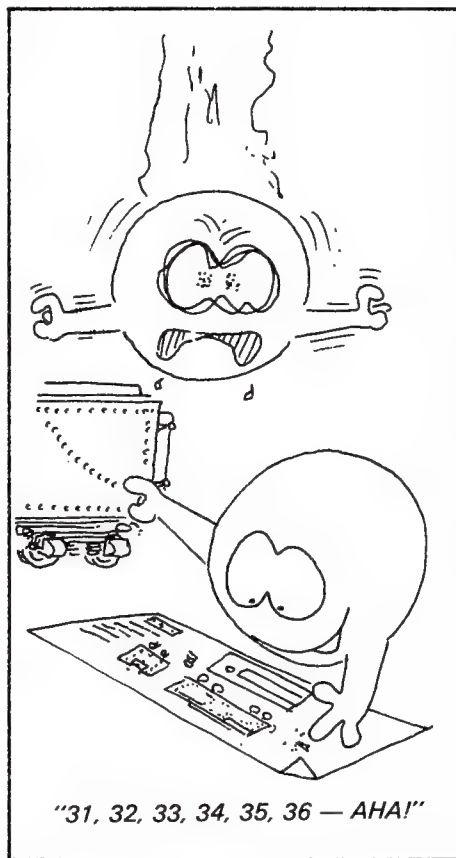
Roger Kershaw,
Puckapunyal. 3662

Sir,

I have just read Max Burkes article MENANGLE'D MATCHBOX MODELS, don't you think it was a bit late? Where can one buy the models that were available during the 60's and early 70's? If anyone knows I am sure there are a lot of modellers who would like to know where.

K. Hayward,
Corio. 3214.

It is not as hard to acquire the models as one may think. Max Burke is just one of the many modellers who has always got his eyes open for old model cars, and without giving all of Max's secrets away try, country toyshops, warehouse sales, model car meets, Trash and Treasure markets, and the occasional trip to the tip. After all, most kids throw their toys away when they have finished with them. Barring Max, of course. Ed.



"31, 32, 33, 34, 35, 36 — AHA!"

MODS TO GARRAT PICK-UP

As most owners of the brass Garrat will realise, the idea of using the pivot pin as an electrical conductor is not in accordance with the mechanical practices. To pivot correctly, the pin must be fractionally smaller in diameter, than the hole. Consequently, electricity is loath to bridge the gap causing jerky running. To overcome this problem, the

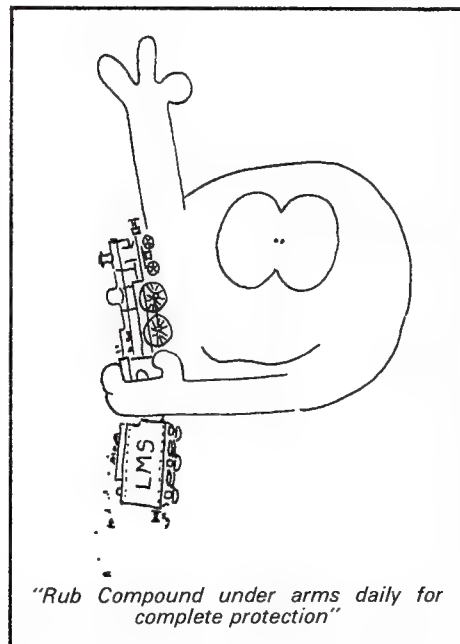
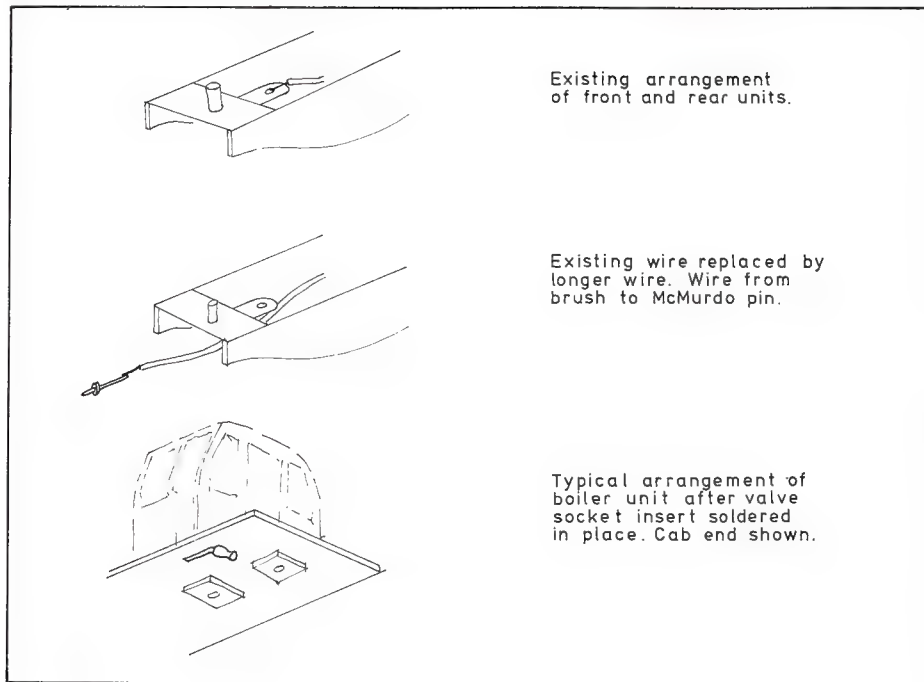
manufacturers have fitted a tiny brass spring. This is not able to overcome the problem.

To fix this problem, one must find a method of attaching the front and rear unit permanently to the boiler unit which limits the operating parameters somewhat. To get around this point, it becomes clear that what is required is a bayonet type clip (or similar).

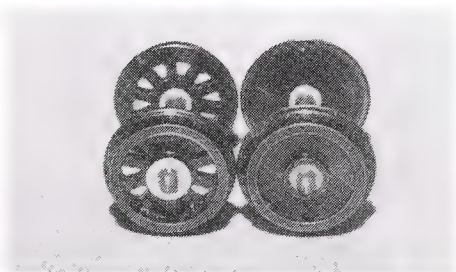
Solder to the front and rear of the boiler unit a valve socket insert. The position is not critical. However, make sure that it is easy to make a connection and that the insert is out of sight. I let the wire pass over the boiler bogie.

Arrange the loco on the track and test. Dead spots will still affect the performance but, at least, these are now a track fault and not a manufacturer's oversight.

Roger Johnson.



REVIEWS



10.5mm disc and spoked wheels, in 16.5mm gauge by Mansfield Hobbies, 100 Pacific Highway, Waitara, NSW who supplied the samples. Price in text.

Imported into Australia by Mansfield Hobbies, with the axles then being pin-pointed, these chemically coloured wheels are designed for use with LIMA and PMH bogies.

Both disc and spoked wheels have the same type profile, the dimensions being 10.6mm diameter; tyre width 2mm; flange width 0.7mm; flange depth 0.5mm; tyre thickness 1.0mm; axle boss 4mm. The back-to-back measurement averaged at 14.5mm but can be adjusted easily; the pin-point to pin-point dimension is 25mm on 1.5mm axle stubs, the axle being 2mm diameter steel.

The wheels run true and are both insulated from the axle with plastic bushes. The spoked wheel has 10 spokes which have been punched out of the standard disc wheel. The spokes are 1mm wide which is a little thick, and overall the spoked appearance does not represent the spoked wheels used on Australian Railways.

The suggested method for fitting the wheels into PMH and LIMA bogies is to remove the original axle assembly and replace with the Mansfield unit, then, holding each bearing point with one hand, run the bogie up and down on a length of track to bed-in the bearing points. The finished result is amazing, the

bogie moving with the slightest touch.

The NMRA outline wheels sell for disc \$1.40 per 2 axles, while the spoked wheels are \$1.60 per 2 axles.

Bob Gallagher.

STATION BUILDING DIAGRAMS, published by the Public Transport Commission of NSW. Price: \$4.00.

Structures (buildings) have become an essential item on a scened layout and as interest grows in local prototype, models of local railway orientated structures are being built and added to scenes. In the past it has been necessary to photograph the required structure and then either estimate the dimensions or painstakingly take a tape measure, to the scene.

It has always been possible to obtain the original plans of most NSW structures from the NSW PTC Archives but that does take time and often the plan shows the building in its original form, before it was built. It has also been possible to purchase line diagrams of 'Standard' structures, to assist a project. Now the PTC of NSW has released a 65-page (335mm x 210mm) loose bound book containing these standard structure diagrams. It should be pointed out that these diagrams, most of them drawn to a scale which is indicated on the page, may not represent any specific NSW PTC structure accurately for the diagrams are the base from which the building has been built. Usually site or area problems would necessitate alterations to the standard diagrams, and these can usually be shown between photographs of a structure and the diagram from which the structure was designed.

Despite this small problem the value of this book to the modeller would be hard to calculate, for there is little doubt that judicious use of this diagram book can give the modeller the basis for all structures necessary on railway property. Included in the book are details of Stations (including small unattended country stations to island suburban stations), Toilet blocks, Lamp Rooms, Cream Shed, Goods Sheds (8 diagrams covering sheds from 20' x 12' to 40' x 72'), Engine Sheds (single and double road, and a temporary unit), Roundhouse, Carriage Sheds (single and double road), Station Officer and Gatekeeper residences, Barracks and Rest Cabins, Grain Shed, Weighbridge, Stock Yards, etc, etc. The range seems

endless.

In many instances the original plan has been reduced to fit the pages of the book and modellers should check this aspect before building a structure, using the diagrams as a guide.

A superb booklet, that will have countless uses for the active NSWGR modeller.

Bob Gallagher.

Potatoes, Passengers & Posterity by Marc Fiddian. Review copy purchased from Bergs Hobbies. Price: \$7.25.

A new book by an author new to railway history. It was found to be a very easily read history of 'Puffing Billy' (of VR fame) from the beginning of agitation for a railway into the hills to ease the transport problems until the present. The 144 pages are clearly printed and written in a style which is both readable and interesting, and is accompanied with numerous photographs. The quality of the photographs is not the best, probably due to the age of the originals, but the accompanying captions themselves make interesting reading.

The lack of maps is disturbing for anyone not familiar with the area. While the station layouts are described there isn't any maps to show where the line started and finished or to show the alterations, deviations or gradient diagrams which took place during its life, up to the present.

Even with the listed faults this 'little red book' is still an interesting book and a worthy addition to your bookshelf.

Bill Clow.

Waybill cards by STEAM, 10 View Street, Colonel Light Gardens, SA 5041, who supplied the samples. Price in text.

Operation, using waybill cards, is not new to model railways, for it has been used by some noted modellers for many years. There has been numerous articles in the model press detailing the use and advantage of the waybill system, and some of them are recommended for those interested in the subject: 'The V & O Story' by Allan McClelland in Railroad Model Craftsman, 'How to Operate your Model Railway' by Bruce Chubb (a Kalmbach publication) and 'Operating Card System' by Phil

Curnow in the January/February 1977 issue of the Australian MODEL RAILWAY Magazine.

The system is rather basic in that for each wagon on the system (layout) there is a card upon which information relating to the wagon is printed. On this card there is a plastic pocket into which a destination card is placed, upon where the card can then direct the train operator as to where the wagons should be despatched, shunted or parked for unloading. The use of this card and the many variations does make operation interesting (for some modellers) and in many cases layouts are built around the system.

STEAM have produced a number of cards for use with a Waybill system, being a car (wagon) card, Waybill and a Bad Order Card.

The Wagon (Car) card is 77mm wide by 125mm long and clear acetate is provided to make a plastic pocket for holding the waybill card. Upon the wagon card is space for classification and number as well as space for type of wagon and type of load carried. STEAM provides a service by which the cards can be supplied stamped for car type (ie hopper, caboose, reefer, box, flat, gon, tank, loco, MOW, reefer, stock, passenger), the purchaser nominating requirements. Upon the rear of the wagon card is provision, all nicely set out, for details of the wagon (model) i.e., purchase date, price, etc. The plastic pocket material has to be added by the modeller with clear tape. Price of cards per 100 is \$5.50 (plain) or \$6.00 stamped.

The Waybill card is 71mm x 67mm and is provided in two forms; One Time and Repeating. Cards are printed with instructions to the operator as well as specifying destination. These cards are slotted into the clear window upon a wagon card, which indicates to the operator as to where the wagon is destined. The wagon (car) card, grouped with all other cards for wagons in the train, is moved either with the operator, or from operator to operator, until the destination of the wagon is reached, upon where an instruction on the card tells the operator to turn the waybill card over. On the repeating card the waybill card is put back into the Wagon (car) card pocket and the process started over again, but with the One Time card a further instruction, on the rear of the card, leaves the wagon for other use. Waybill cards (both types) are \$2.50 per 100.

The bad order card is the same size as the waybill card and is used to indicate a fault in a wagon, and be placed into the pocket in place of the Waybill card. Printed on the face is details and space for faults, etc. to give the wagon repair shops (i.e. the layout owner or wagon owner) details of the fault. Price of these cards is \$2.50 per 100.

It is pleasing to see such cards put on the open market in unlimited form and to see that STEAM will supply clubs at a special rate. The waybill system is not for everyone, but for some it does enliven the operating session, and gives the operator some definite task, other than dropping wagons willy-nilly.

Bob Gallagher.

K's GWR 14xx Auto-Tank kit in 4mm scale. Sample supplied by the importers, Intoy Projects, R229 Broadway, Sydney 2007. Price: \$49.95.

Modellers of any prototype, requiring a specific class of motive power, are very restricted if they are limited to the range of ready to run locomotives. To overcome the dilemma, modellers either have to scratchbuild the chosen unit or the availability of kits may provide the specific requirement. N & KC Keyser Ltd produce a large number of British steam outline kits (totalling 41) most units being from the GWR system, but LMS, SR, LNER and BR units are included

in the range, which is now imported into Australia by Intoy.

The 0-4-2T 14xx class entered service on the Great Western Railway prior to 1880 as the 517 class and were rebuilt and reclassified to 4800 class, later to the 1400xx class, there being 75 units in service used generally in auto-train working. The base colour was GWR green with black smokebox, stack, roof, footplate and wheel cover. In British Railway days the locomotives were completely black except for the red buffers and buffer beams.

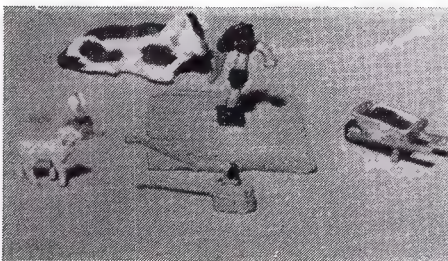
The kit is supplied in a card box with all components blister packed onto card stock (no items can get lost during consignment) along with three sheets of illustrated instructions. All components are supplied except for paint, decals, adhesive and couplings. Five minute epoxy cement or ACC super glue is recommended. Humbrol market the GWR Green and decals are readily available.

The drive mechanism is the new motor/gearbox assembly which features a three pole motor, which in turn is assembled into a brass pre-drilled chassis which is held together by screws and spacing pieces. The wheels are assembled on D section axles. The most difficult parts of the chassis is the bending and fixing of the pickups, which must be correctly achieved for smooth operation. The instructions illustrate and detail chassis assembly so that the rawest beginner could understand.

The superstructure is cast in a white metal alloy, and although some flash is evident, and some parts need straightening, the detail is crisp and nicely proportioned. Out of shape parts can easily be bent back to straightness. Some parts needed a little filing for neat fitment. All parts are numbered on the attached metal casting sprue which also corresponds with the component on the exploded diagram. Rivet and super detail is first class as is the general condition of all detail components.

Before painting, clean away all traces of adhesive spill and wash the model in luke warm water and detergent. Do not handle with fingers until the painting process is completed. A nicely proportioned tank locomotive.

Bob Gallagher



Detail for the country scene, in HO scale by Scale Line. Sample supplied by Australian Model Craft, P. Box 118 Albury NSW. Price: \$

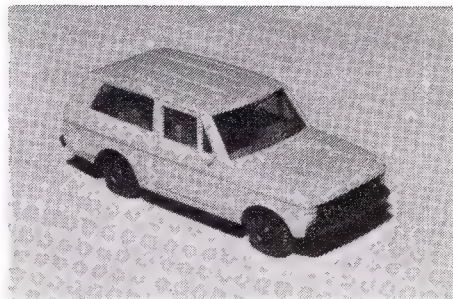
Scenery detail is a component much needed by the modeller wishing to add lifelike detail to the model scene. Unless the individual possesses a unique talent in being able to model animals and humans, the modeller is forced to purchase such items. The trade scene, to recent times, has relied upon British or American manufacturers for supply. Now, however, an Australian manufacturer has entered the field, all but in a small way.

Packaged on card, in blister pack form, this set of components, obviously aimed at the country scene, comprises painted metal castings. The separate items include, water pump and timber deck,

wheelbarrow, axe and tree stump, lamb, chicken and cow. Most items are painted in realistic-like colours, although the lamb is a little too grey. All items, except the chicken, can be simply glued in place directly upon legs or bases. The chicken, however, has a brown painted mounting base which would have to be hidden in the scenery if one wanted to hide its obvious out of scale appearance.

In all, the items supplied have a realistic appearance, and would be very useful for super detailing an Australian scene.

Bob Gallagher

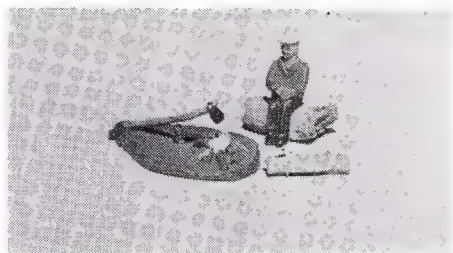


Range Rover in HO scale by HERPA. Sample supplied by The Engine Shed, 5 Carrington Street, Box Hill, Vic. Price: \$2.10.

One of the recent new items onto the Australian market, the Hera Range Rover is a nice addition to the range of modern road transport vehicles. Moulded in plastic, fully assembled with interior seating and detail including steering wheel (left hand drive), dash board and gear shift, this finely detailed model is a good representative of the prototype. The exterior detail (seemingly standard for Herpa) is superb and includes petrol filler cap, windscreen wipers on front and rear windscreens, 'RANGE ROVER' name embossed front and rear, door latches and the usual underfloor detail, which does include both front and rear universals that four wheel drive vehicles require.

Overall dimensions are:— height 18 mm, length 48 mm, with 21 mm, wheelbase 28 mm and wheel width 18 mm. The vehicle is a little undersized for accurate HO scale, but is still a superb modern image model vehicle.

Bob Gallagher



Australian swagman scene, by Scale Line in HO scale. Sample supplied by Australian Model Craft, PO Box 118 Albury.

Genuine Australian scenic detail is a hard commodity to acquire, but the pre-painted metal castings by Scale Line have added at least one unusual object to the market. Basically, packaged on a card, blister form, a complete scene is supplied, just waiting to be added to the layout, under the trees or beside the creek. The hobo, reasonably well attired, is seated upon a log while his billy is boiling over a blazing fire, near-by his swag awaits further use.

Some may be dissuaded by the corn of the scene, but in modelling terms all components are neatly detailed and appear very life like. The rope around the swag is very finely detailed and equal (in casting terms) to anything produced today.

Bob Gallagher

Western Australia's first Government Railway 1875-1957, Obtained from Rail Transport Museum Bassendean, WA. Price: \$2.20.

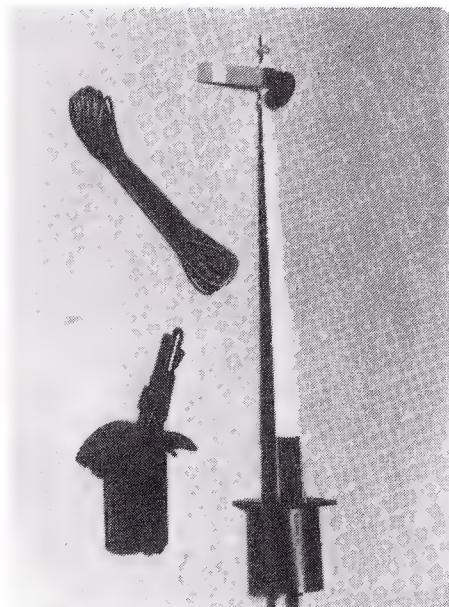
The first government railway in WA was the line connecting Geraldton and Northampton. The book commences with the proposal to build the line in 1872 and finishes with the line's closure in 1957. There are 9 photographs, a map of the railway and station plans for Geraldton and Northampton. The railway opened with two Kitson 2-6-0 locomotives and by the end of 1881 two 2-4-0 + 0-4-2 Double-Fairlie locomotives are included as well as drawings of the rebuilt version of one of the Double-Fairlie locos (rebuilt in 1892).



Details are included of the extension north from Northampton to Ajana and the branch line built from Wokarina to Yuna, both built early this century. A 2'6" gauge railway commenced at Ajana, this was owned by the Surprise Lead Mine.

Although I did consider the book to be costly when considering the number of pages, the book is good value for money and it is a book that I could recommend.

M. Murden



Ratio (almost ready to use) signals in 4 mm scale. Sample supplied by St George Hobbies, 504 Rocky Point Rd, Sans Souci 2219. Price: \$5.50 to \$7.25 according to signal.

Many modellers seem to choose to ignore the presence of signals when building a layout, and maybe the reason is the absence of any commercial variety in signalling format. When signals are evident very few (except for colour light) work in any prototypical sequence, the reason possibly being the need for numerous hours of work being necessary to achieve workability. The new range by **RATIO** does remove some of the old reasons for not signalling the layout, in that the signal kits can be readily assembled into working units.

The windowed package comprises a fully detailed signal (post, arm and mount), a mountable signal lever, hook-up string and a sprue of detail items, and a well illustrated leaflet 'GWR signals and their installation on your layout'. Moulded in styrene the signal is painted and assembled ready to use. (To date there are three types available; GWR home, GWR distant and GWR home/distant combined). The post is 110 mm high and the signal arm 20 mm long. It is mounted onto the roadbed by drilling a 1/2" dia hole.

The operating lever, again mountable via a 1/2" dia hole, is mounted on a curved base, so that if mounted in a row, would give an appearance of a signal lever frame. The detail items, supplied unpainted on a styrene sprue, include ladder, deck and counter weight. Provision has not been made for electrical illumination of the coloured aspects.

To make the system operable, all that is necessary is to link the signal lever (tie-off point) to the signal

pole. (The signal is sprung loaded so that the signal returns to the stop position). This is accomplished by the waxed-string supplied and the instruction leaflet is very explicit in assembly detail. As the actuation movement (to move the signal arm 45°) is only 3 mm it would be possible to control the signal by relay or by coupling it to point motor action.

The Assembly instructions are very detailed and even includes diagrams illustrating the correct positioning for signals on British trackplans. Many of these practises are used in Australia. (Read the Signalling series of articles by Arthur Perry in AMRM). The components are superbly made and detailed, and no doubt could be modified to suit many specific local practices.

Bob Gallagher

NSWGR Z26 class body kit in HO scale, supplied by Ray Pilgrim, 29 Otford Rd, Helensburgh. Price: \$76.00.

The Z26 class 2-6-2 tank locomotives were built by Dubbs and Co in 1892 and saw service, on the NSWGR, in the Illawarra and Mid Western areas, mainly being used for banking and shunting duties. The 20 members of the class were numbered 2601 to 2620. Until recent times one of the class (2604) still carried out shunting and transfer duties at the Portland cement works.

The kit consists of a double etched brass sheet and type-metal castings (funnel, dome, safety valve, etc.) The detail is of a very high standard with rivet detail and even includes the builder's plates on the sides of the cab. The various body sections, on the etched sheet, are almost etched right out except for a few retaining lugs which can be cut with small snips. To aid assembly tabs and corresponding slots are used to locate the various pieces in the correct position before soldering. Soldering is a very major part of this kit and it is necessary to complete this task neatly otherwise the detail will be lost.

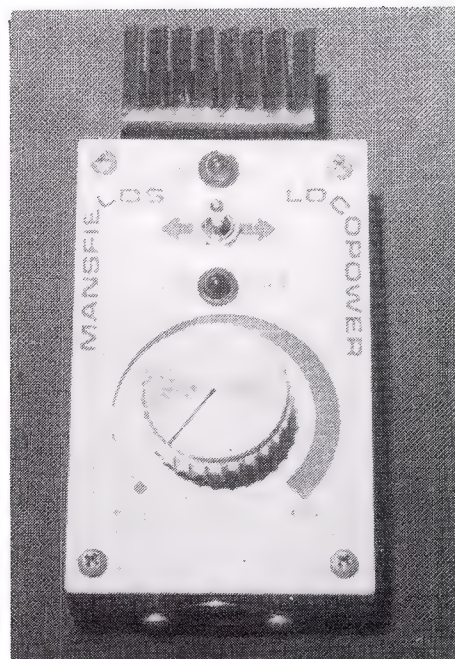
A comprehensive step by step instruction sheet is supplied with sketches and drawings to illustrate assembly. These details are quite explicit and leave nothing to be desired.

The kit is designed to fit an FSM Z25 class chassis which, along with wheels, axles, motor, gears, etc need to be purchased separately. An alternative would be to scratchbuild a chassis, which is not a difficult task. Again, the motion (cylinders, valve gear, etc) needs to be purchased, and the FSM Z25 gear is ideal and has to be separately purchased from FSM.

This kit may seem to be highly priced, the reason being the chemical etching process which, in itself is

very expensive, but the end result is well worth the cost. It is not recommended for all modellers as experience in bending, forming and soldering is required. All in all a very fine kit for the experienced modeller.

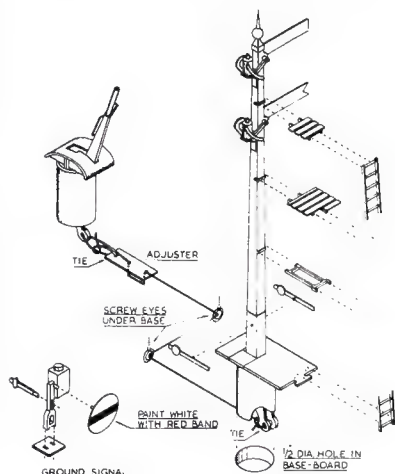
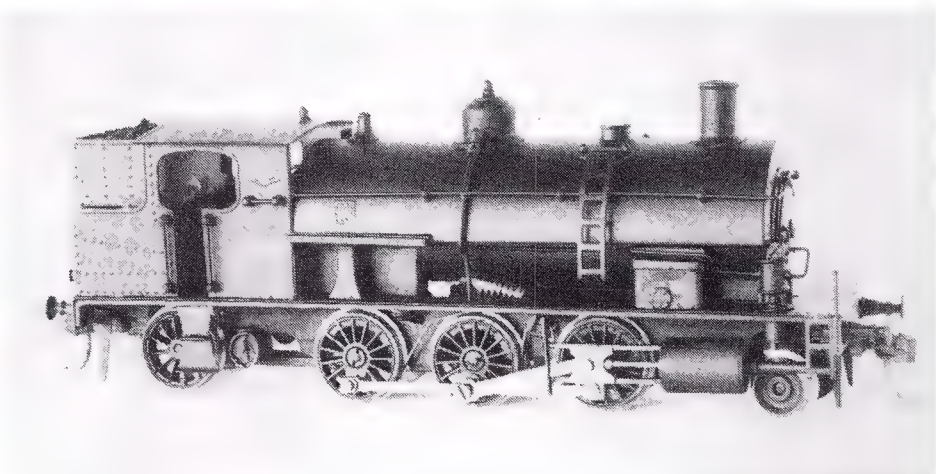
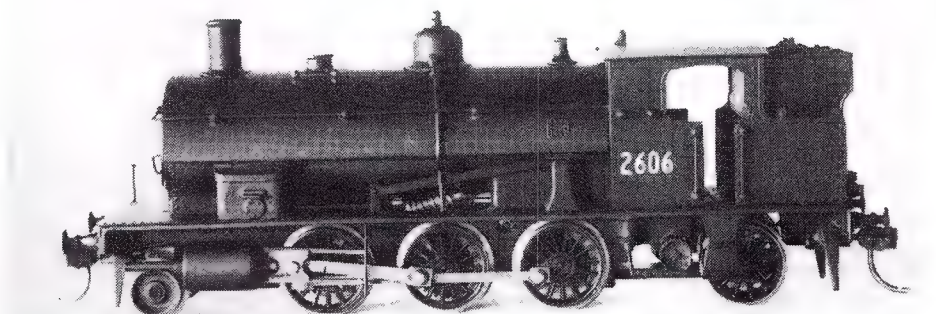
Es Davies.



LOCOPOWER walkaround control unit by **MANSFIELD HOBBIES**, 100 Pacific Highway, Waitara, 2077, who supplied the sample. Price \$28.95.

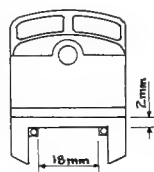
Electronic controllers have become the norm or layouts where smooth control is required. A further requirement by some modellers was for the controller to be small enough so that it could be held in the hand, allowing the operator to follow the train movement, or at least move around the layout room. A further development has been for control points to be placed around the layout allowing operators to move the controller from point to point, controlling specific areas on the layout. This latter aspect has

Continued on page 45



MODEL TIPS

- ① Front and back ② Buffer plate



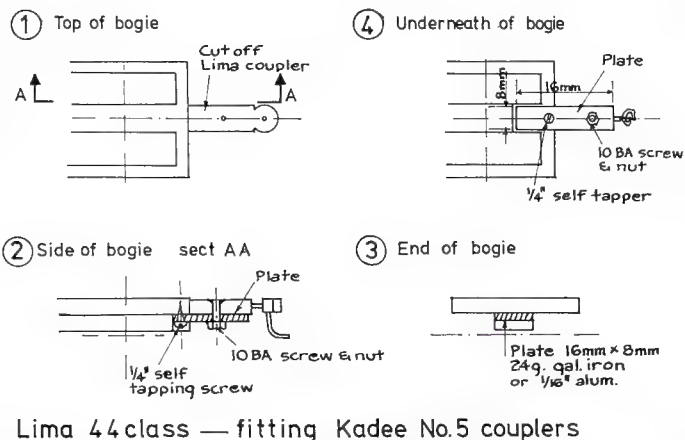
Details of 44 class body ends

In modelling, various methods are used to make improvements and modifications to commercial models. In this article I will show and explain the methods I used on Lima models.

Lima 44 Class Loco

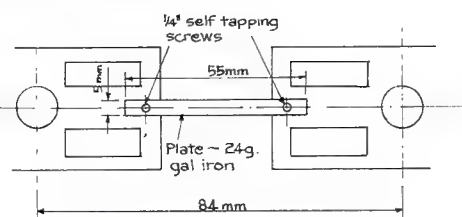
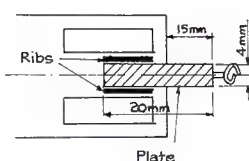
My first step was the fitting of Kadee 5 couplers to the bogies. I commenced by cutting off the Lima couplers flush with the bogie end (Fig 1A). To obtain correct coupler height I next cut a piece of 1/16" aluminium 16 mm x 8 mm and used 1/4" x 2 gauge self-tapping screws to fix this into the recess. (Fig 1B, C and D). The Kadee coupler was then placed with the end hard up against the bogie and glued to the plate with Super glue. To make this a firm fixture a 1/16" hole was drilled through the plate and a 10 BA bolt and nut inserted through the coupler.

As my layout has curves as small as 18" radius I had to remove as much plastic as possible between the Buffer Plate mounting holes (Fig 2A). The Buffer Plate was also filed



Lima 44 class — fitting Kadee No.5 couplers

- ① Bottom of bogie ② Permanent coupling of bogies



Indian Pacific coaches

down as per dotted outline in Fig 2B.

Lima Indian Pacific Coaches

My Indian Pacific is marshalled as a permanently coupled 6 car set as follows — 3 standard, 1 dining and 2 standard. I used the same method as described above to attach Kadee couplers to one end only of front and rear cars of string but the plate was cut to 20

mm x 4 mm and slipped between the two bars on the underside of the bogie. (Fig 3A). I made the permanent coupling (Fig 3B) by cutting a 24 gauge gal iron plate 55 mm x 4 mm, screwed to the bogies, in a jig at 84 mm centres, with 1/4" x 2 gauge self-tapping screws.

W. Miller.

AMRM NEWS

There are times when we at AMRM have difficulties preparing notes for this column, and at times some of the news is not good news and as such a little difficult to present. But on the other hand at times the news is so good that it is difficult to know

where to start. This is one such issue, where there is so much to report to readers, for the news for followers of Australian prototype is very good. It should be noted that many of the projects coming to fruition have been on the drawing board for many months, and the recent correspondence in MAILBAG could not be credited with the expected influx of kits, manufactured by the injected moulding process.

Once again it will be up to the modellers as to the success of each of the projects. Yes, once again we urge the modellers of Australian prototype to support the manufacturers, to ensure that the manufacturers are encouraged to continue further productions. Why do we keep urging modellers to support the local manufacturers? Well, unfortunately, in recent years

a rather nasty problem has become evident, in that as a manufacturer sets up for a project there has been encouragement from various individuals 'I'll want at least three', 'Oh boy, at last some good models, I'll want ten!' are just some of the comments passed on to the manufacturer, but upon the release of the model the most noticeable abstainers from the purchasers of the model is the vocal modellers. So be like the manufacturers and put your money where your mouth is or keep it shut, for it could be the one that is causing problems for all modellers.

Models from Britain.

The news from 'the Old Country', i.e. England, has not been all that good lately, for most modellers have

OVERHEARD AT LOCAL HOBBY SHOP



SOME TIME LATER



NOT MUCH LATER



no doubt heard of the collapse of the giant company that included the Hornby range of models. Some encouraging words have been expressed which suggests that Hornby may be sold off as a going concern or at least kept going. We can only wait and see what results, and keep our eyes open for the 'SALE' of Hornby models on the market at present.

To further add to the burden, the import duty on British goods has recently been increased from 13% to 33% (the level of duty on goods from Europe). This Government-forced action will have considerable influence on the price structure of all goods from England and modellers can only be warned to purchase that wanted item now, before the price goes up.

This duty aspect is something all modellers should think of, especially when one considers how much of the price of a model goes into the Government coffers. Unless the model is from Korea, most imported models have an import duty level of at least 33% and even the local made kits have a sales tax levied by the State governments to the tune of 15% on the wholesale price. So the question must be asked, should model railway goods be taxed as toys, or classified as scale models, artifacts, etc. and no doubt be taxed heavier.

Rumours, rumours.

It is interesting to note the various characters in this hobby (nearly always the same ones) who, upon hearing of the possibility of a manufacturer producing a new model, like to widely prophesy just what it will be. A perfect example has happened recently in Sydney where all is a "buzz" on the future plans of both Lima and Berg's Models. Some 'wags' are going from hobby shop to hobby shop giving the dealer and all in the shop the 'good oil' on what will be forthcoming. Claims to having inside knowledge and even the exact projected model are stated. The humorous side of this episode is that the same wags are telling different stories in different shops and that the 'stories of projected models' is so wide ranging that virtually all the rolling stock used on the NSWPTC has been mentioned. So somewhere along the line the wags must have (unknowingly) mentioned the actual projected model!

There is no way these persons can be stopped. To believe them, and especially to repeat the stories, crediting the origin to the firm concerned, is a little silly, for many modellers believe these second and third-hand sales and when the models do not eventuate they become disgruntled with the hobby. It is, however, encouraging to discuss with other modellers just what *might* be the future model, but any outcome must be kept in its correct perspective.

Why then do the organisations concerned stop the chatter and tell all as to what will be their next model? Well, Berg's Hobbies and Lima do reveal the

next model they are committed to, by either their own advertising or in their catalogue. It is commercially dangerous for them to reveal too early their plans for a model, when a slight technical hitch can cancel the project.

One or two local firms have come unstuck in this manner, and now their credibility, upon announcement of a new model, is not really accepted.

Commercial News.

"If you cannot acquire locally made products to sell, initiate them" must now be the aims of David Anderson at Mansfields Hobbies of Waitara (Northern Sydney suburb), for this relative newcomer to the hobby scene is now setting the scene alight with new and interesting projects. Last issue we advised that Mansfields were importing their own 10.5mm spoked and disc pin-point axle wheels (reviewed this issue), and now they have released an Australian made hand controller (reviewed this issue). To top off any other announcement, they have now revealed that they plan to release a brass HO model of a NSWPTC 43 class, crafted in Korea. If all goes well it should be here about mid year. Future plans, again if all goes well, will be a NSWPTC 442, from the same model makers, for late 1980 or early 1981.

A very encouraging sales point is that there is a plan to sell the models on a two price structure, where the model will be cheaper if purchased (totally) within a set period from the release of the model, and will revert to a higher price thereafter. Quite different to the policy of some who have been known to drastically drop the price of a model when sales are not going well! At least, the plan devised by Mansfields will benefit the modeller who does not hesitate to put cash up upon the release of a new model.

If all goes according to plan Victorian HO modellers will soon have the opportunity to obtain a ready to run 'K' class steam loco. While the brand name (under which the model will be released) is not yet known, some parts of the pilot model have been seen and they indicate exceptional quality. As things progress we will keep readers in touch.

Fyren Models, at the Melbourne Model Railway exhibition, revealed their intention to enter the Australian prototype scene with the production of a VR 'ELX' kit in 'N' scale. To be made from styrene moulding (yes, injection moulding) the kit will be made in Australia, and released as soon as the various components come off the machine.

In the January/February 1980 issue we noted that a NSWPTC 'GHG' brake van kit would be released. The kit was released, and by all reports is up to the standard expected. A problem, unfortunately becoming rather common these days was that the

manufacturer found the production task too much (the demand for quality local kits can be excessive) and has turned over the task of producing the kits to ABL Model Products, who have indicated intention to strive to catch up with orders in a few months.

Many manufacturers new to the scene underestimate the demand that can be applied by intending purchasers. Modellers, with intent on joining the manufacturing ranks, can learn two lessons here:

- i. Do not advertise or promote the kits until there is a stock of kits in hand. A good stock;
- ii. If you find the demand too much, seek help immediately.

It was interesting to learn, from the US model press, that there is a move afoot, for a Californian-based organisation, to take over distribution and promotion control of some small manufacturers. The overall aim is to relieve the manufacturers from these tasks, allowing them to spend their time more productively upon production and new models. A similar organisation is needed in Australia, which could not only take over promotion and distribution tasks, but also some of the manufacturing and packaging aspects of kit/model production. This would release the modeller (manufacturer) from some of the arduous and boring tasks and give them more time to develop new models.

Reports are to hand that at least one, and maybe two, organisations are tooling up for an injection moulded styrene NSWGR 'K' wagon. Details are sketchy at present, and more information will be provided as soon as either project can be confirmed.

If you are a VR modeller in HO, and are a little disappointed at the number of projects planned for NSWGR modellers, do not despair, for your turn will come.

STEAM, of Colonel Light Gardens, SA, if demand is sufficient, plans to produce printed circuit boards for the CTC 16 Carrier Control System currently being described in Model Railroader.

On the projected models list is some injection moulded styrene multipiece kits, and included in the list is the NSWGR BCH and the LCH coach hoppers. It is also interesting to note that the kits are being produced by two different organisations, both new to the kit manufacturer field. The BCH is expected to come off the machine in the next few months, so keep a watchful eye.

The Z20 class kit, to be marketed through the Australian Model Craft dealers is progressing, and some parts can be seen separately packaged in hobby shops at present. The completed kit is expected later this year.

As AMRM went to press FSM completed the South Maitland 10 class locomotive kit, and the sample previewed indicates that a fine model is the result. The overall standard has continued to improve and it would seem to be the simplest FSM kit yet, to assemble. The model should be reviewed next issue.

REVIEWS

Continued from page 43

been a prime feature of cab control.

One problem with many hand held controllers is that the unit has been either too heavy, too large or required a heavy lead to carry the current load, and finally that it had to be imported into Australia or built. Up until now there has not been a ready available unit on the market.

Mansfield Hobbies had the unit under review built in Australia, and the 90mm x 55mm x 28mm aluminium cast module is a fine example of good Australian craftsmanship. The controller comprises the case, which has an etched face plate around the throttle knob, direction switch, power light and short circuit light. All items are housed on the face of the controller while a 5 pin DIN female socket is let into the lower side of the box. The cost price included the controller only, along with an instruction leaflet and a month warranty. Leads, addition sockets, etc. have to be purchased separately.

Rated (by the manufacturer) at one amp, the controller is designed for HO & N scale locomotives, and tests would limit the operating field to locomotives drawing half an amp or less, for it was found that the controller did not effectively control locos that drew more than the half amp. The main visible problem was that the acceleration and hauling power of the locomotive seemed impaired when the half amp level on the ampmeter was passed. Locomotives in this area include the first run AD60, both Dockyard C38's, Berg's original C32 & D50 and the heavy Tenshodo mechanisms. Units remotored with can motors would not be included in this field.

For locomotives drawing less than half an amp the controller proved to be responsive over the full arc of the control knob. The low speed level was sufficient to stop all units so that the centre off direction switch did not seem to be needed for this task, although as it

is so fitted that it can be switched to the off position between movements, just in case a 'creeper' finds its way onto the layout. Locomotives found to operate very smoothly included the 73 class, Z19's with K's motors, Lima C38 and 44s, Hornby Pannier and 'S' class, 79 class and most smooth running FSM units with ECM motors. Units with can motors were superb in smooth acceleration, and slow movement. Basically, the controller is ideal for this class of locomotive.

The operation of this controller is rather simple. First it is necessary to provide a 12 to 15 volt AC voltage, and this along with the track feed should be connected to a fixed five pin DIN outlet or lead. Both items are available from Mansfield Hobbies, the Socket-Layout and costing \$1.50 and the Cable-Panel mount costing \$2.50. A lead is then connected between the layout socket and the controller. Mansfield Hobbies sell a three metre unit and a five metre unit, the latter costing \$7.50. When connected, and power is 'on', the green LED (Light Emitting Diode) glows, indicating that power is available. The locomotive can then be controlled by switching the direction switch to the required direction by twisting the controller knob. A short circuit shows up by a red LED which glows to indicate a 'short'. (The action then required is to switch off and find the fault).

To use, the controller is very comfortable in the hand, and proved to be a very responsive controller. It did lower the top speed of most locomotives, but this cannot be a discredit on the controller. One problem found, however, is that there was no provision for 'hanging up' the controller, but this can be fixed up with a mirror clip and a cup hook. A nice product for the Fine control of trains, no matter what the prototype.

Bob Gallagher.

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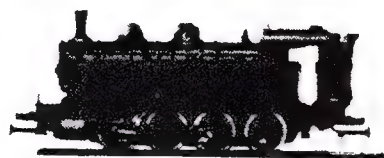
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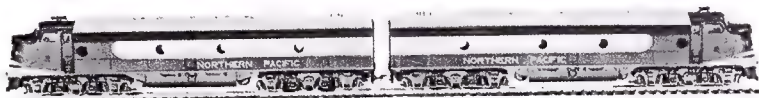
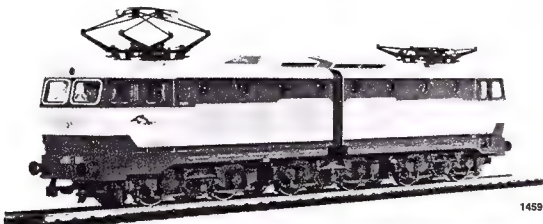
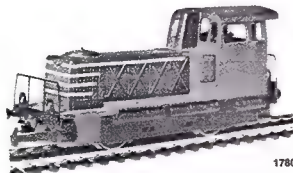
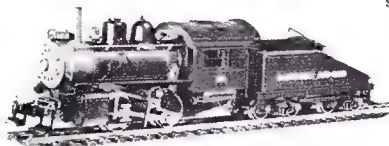
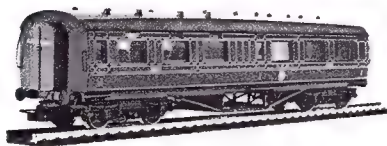
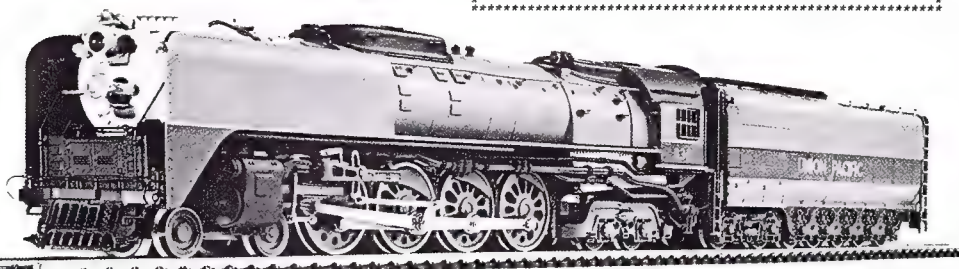
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MAGAZINES	
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Railroad Model Craftsman	1.50
Trains	1.50
Railfan and Railroad	1.50
Narrow Gauge and Shortline Gazette	2.25
Australian Model Rail Magazine	1.00

NEWS BITS
More good news for the super detailers. We have the following items back in stock: Walther's Diesel Detail Kits for F7/F9s at \$3.05 ea; Detail Associates Sun Shades in both styles at \$1.50 each; Nathan 3 and 5 chime air horns at \$1.90 per set and EMD Cab Mount Bells at \$1.30 ea. Cal-Scale arrivals are locomotive, steam air and signal hoses at \$2.80 ea and Passenger and Express Reefer hoses at \$1.50 per set; Loco marker lights both modern and steam era styles at \$1.45 per set. From Durango Press are their Speeder Kits in white metal at \$5.95 ea. Please note postage is extra on all items at standard Post Office rates plus 25¢ handling fee. Please allow extra any excess refunded.

IMPORT HOBBIES
4 Windemere Court,
ALBANY CREEK, QLD 4035
Telephone: (07) 264 2061

NEW

ATLAS

E7 Limited Run 'N'	
4076 NYC	\$39.95
4077 B&O	\$39.95
4078 PC	\$39.95
4079 PRR	\$39.95

CABOOSE SP, UP, ATSF, WP, BN, L&N, SCL, LV, D&RG, N&W, CNW, CB&Q, SOU, CHESSIE	\$3.95
--	--------

50' DD Box Car.	
KCS, D&RGW, L&N, CTW, MKT, N&W	\$3.85

MINITRIX 'N'

U28C BN, SFe	\$54.00
U30CG GN, BN, PC	\$54.00

ROUNDHOUSE 'N'

50' Rib Side PX Box Car	
SP, BN, SCL, UP, ATSF, C&O/CHESSIE RAILBOX (assort Numbers)	\$6.75

KATO 'N'

46' Tank Car (Black or Yellow) with Decals	\$7.80
55' Commuter Coaches, Combine (Und)	\$7.80

KADEE

Has announced that they are ceasing production of freight cars — limited stocks remain.

ATHEARN

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Buy your brass through us. We believe we can deliver brass to you cheaper than anyone else, and cheaper than you can import it yourself.

We can supply BRASS from all importers and in all gauges but you must order early to take advantage of our prices. Check with us first when the loco you want is advertised in the U.S. Magazines or write for our projection lists for HO and O gauge brass.

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Westside SF 2-10-4	\$265.00
Key SF 4-6-4	\$175.00
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from Key . . . estimated super discount price \$595.00. Order NOW or you may miss out.

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NEW MOTORS

COMPLETE WITH GEARS

NEW SHRINK WRAP

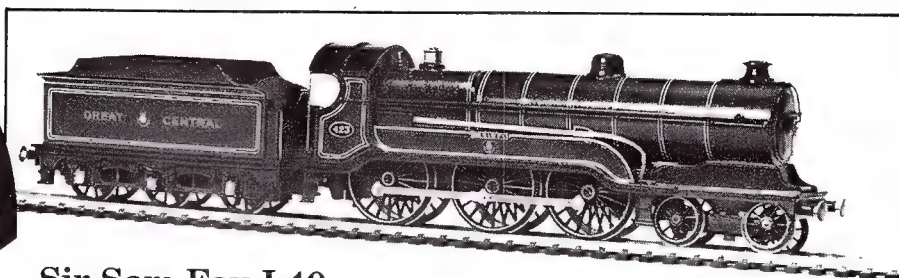
VISIBLE PACKING

COMPLETE KITS

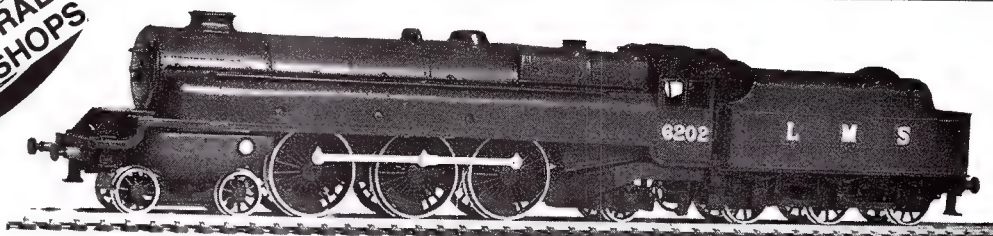
NO EXTRA MOTORS,
CHASSIS OR WHEELS
TO BUY

NEW CATALOGUE

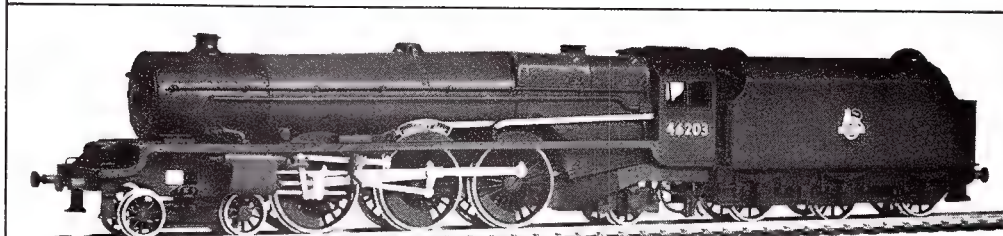
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Sir Sam Fay L40



LMS Turbo-Motive L41



LMS Princess Royal L42

Other locomotive kits include

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LMS JUBILEE 5p. 4-6-0

LMS BEYER-GARRAT 2-6-0-0-6-2

GNR ATLANTIC 4-4-2

LNER R.O.D. 2-8-0

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GWR GRANGE 4-6-0

GWR DEAN GOODS 0-6-0

M.R. JOHNSON 2F. 0-4 0

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Also Available

- * COACHES incl GWR AUTO COACH
- * WAGONS incl LOW SIPHON
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- * OO/HO FIGURES. SETS OF 5
- * LOCOMOTIVE DRIVING WHEELS 12-30mm
- * NEW 'MILESTONE' UNMOTORISED KITS

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2027
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Clears the track and adds new dimensions in realistic diesel horn sound reproduction. Comes complete for under table mounting. \$27.50.

'ACTION — LIT' AUTOMOBILES

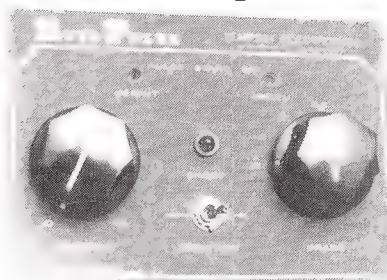
Kit contains two HO automobiles featuring operating turn signals, head and tail lights. They provide live action to a dull intersection. \$10.50.

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New, Improved Design-Mk II

AP7000 AUTOPULSE THROTTLE



For further information, send 9" x 4" S.S.A.E.

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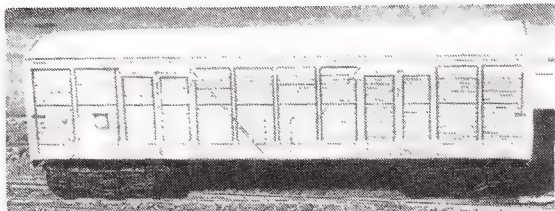
Add a new dimension to your layout with this remarkable electronic controller. Drive your trains smoothly with speeds as slowly as 1/4" in 30 seconds using throttle only (similar to rheostat) or ... switch to "Inertia"; set the throttle and watch the train slowly build up to pre-set speed. Then bring it to a gradual stop or select from 3 other brake speeds.

● Fully protected electronic circuit.

● 2 year guarantee.

\$39.95 from dealers in your State.

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We are pleased to announce that we are now able to **REDUCE** our kit price from \$2.25 to \$1.50 per kit! In addition, those who have placed orders at the old price will have the price difference credited (in kits) on future orders. Also as we are currently investigating manufacture of kits in etched brass, we would welcome submissions/suggestions as to types, scales, etc, that the modeller would like to see made. Please enclose SAE if reply required.

AVAILABLE by MAIL ORDER at \$1.50 plus postage.

Trade supplied on request only.

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MALLABULA, 2301.
(Body kit only)

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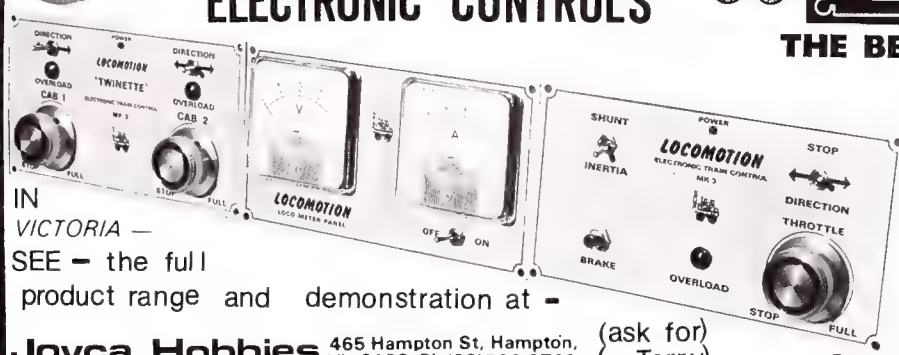
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- * Available for H.O. or N. Systems.
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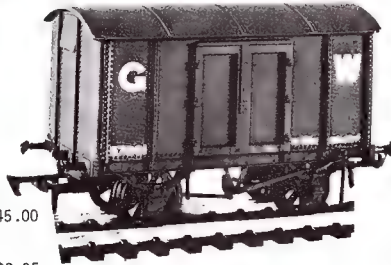
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5778 L.M.S. (ex-Midland) Johnson 2-4-0 Loco
with tender - complete with motor
and crew \$45.00



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48ft SUBURBAN \$8.95

5710 All Third, 8 compartments
5711 All First, 7 compartments
5713 Brake Third, 6 compartments
5714 Brake Third, 4 compartments

COACH KITS - L.M.S. (ex-Midland) 48ft CLERESTORY .. \$8.95

5720 All Third, 6 compartment, lavatory, luggage
5722 Composite, 3 First, 3 Third, lavatory
5723 Brake Third, 4 compartment, lavatory, guard

COACH KITS - L.M.S. (ex-L.N.W.R.)

50ft CORRIDOR, ARC ROOF .. . \$15.95

Complete with brass buffers, dummy corridor connections,
etc. etc.

5730 All Third
5732 Composite
5733 Brake Composite
5734 Brake Third

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5063 G.W.R. "Iron Mink" type 'A' \$4.25
5065 G.W.R. 12 ton Box Van \$4.95
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PT/50 Pratt Truss Signal Gantry - kit contains girder
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Designed for use with UQ/70 but adapts to other
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F/421 (F/WS3) GWR Station Fencing, vertical picket,
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WHEELS - 4 axles50
W/001 12mm spoked W/002 12mm 3-hole Disc
W/003 14mm Disc (Manseil) W/004 14mm spoked Tender
COACH SEAT MOULDING \$1.95
CA/433 (CSM/2) enough for eight compartments

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BM-3 Midland 10ft Passenger Bogies as fitted to
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B/PL2 GWR Plate Frame Bogies Pair \$1.25

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4360 Coach Underframe for Nos. 5610 to 5612 \$1.50
4361 Coach Underframe for Nos. 5613 \$1.50
5050 Wagon Underframe, 10ft wheelbase complete
with wheels - no couplers \$1.75
5750 Underframe & Bogies for all L.M.S. coaches .. \$2.95

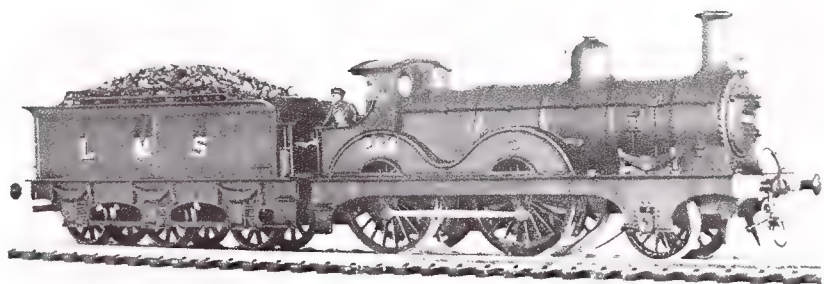
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M/F401 Guard & Shunters Pack \$1.75

HO/00



FINE SCALE
MODEL
RAILWAY
KITS

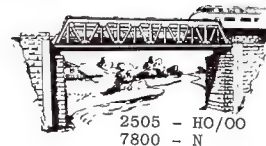


VOLLMER

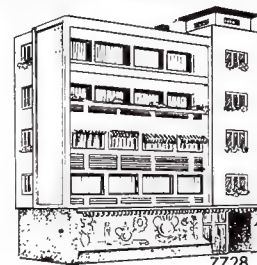
HO/00

2505 Through Truss Girder Bridge, 190mm . . . \$10.95
2506 Box Truss Bridge, 368mm long . . . \$16.25
2531 Pair Stone Bridge Abutments . . . \$ 7.95
3532 Passenger Platform with awning
621 x 48 x 70mm \$12.95
3535 Lighting Kit for Kit No. 3534 . . . \$ 9.50
3738 Base with steps etc. for 3739 . . . \$ 8.25
3739 Large Gothic Church with tall spire &
simulated coloured led crystal win-
dows. 300 x 135 x 400mm \$41.95
3746 O.T. Timber-framed House
102 x 120 x 142mm \$13.50
3747 O.T. Drug Store 86 x 86 x 138mm . . \$10.95
3748 O.T. Timber-framed Post Office . . \$17.50
4016 Bridge Piers, 3/8" high plug
together - 20 in packet \$ 7.00
5526 Gasoline Storage Tank
127 x 127 x 108mm \$ 9.50
5737 Modern Elevated Signal Box
90 x 50 x 85mm \$ 7.25
5752 Two-stall Engine Shed
305 x 195 x 125mm \$28.50
5520 Triple Oil Storage Tanks \$ 9.50
5525 Oil Refinery Plant
153 x 102 x 236mm \$24.75

3760 (HO/00)
7760 (N)



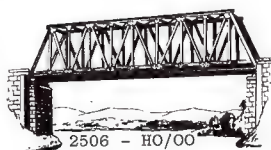
2505 - HO/00
7800 - N



7728

N Gauge

7525 Passenger Platform with awning
in 3 sections \$ 9.50
7600 Modern Elevated Signal Box \$ 6.25
7728 5-level Store with flats over . . . \$ 9.50
7746 Mountain Lodge 95 x 90 x 45mm . . \$ 5.95
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2506 - HO/00
7801 - N



7900



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THE SYDNEY 'N' GAUGE M.R.C.

Takes pleasure in presenting their

1980 MODEL RAILWAY EXHIBITION

To be held at
**STRATHFIELD NORTH PUBLIC SCHOOL
CNR CONCORD RD & CORREYS AVE**

Map Ref UBD map 64 G-9
Gregory's map 40 C-13

ON THE
QUEEN'S BIRTHDAY HOLIDAY WEEKEND

Saturday, 14th June . . . 10am till 7pm
Sunday, 15th June . . . 10am till 6pm
Monday, 16th June . . . 10am till 5pm

ADULTS 80¢. CHILDREN & PENSIONERS 60¢

Layouts on display will show N, TT and HO gauges including layouts on NSW prototype.

PROSPECT MODEL RAILWAY CLUB 1980 EXHIBITION

St Patrick's Hall
Patrick St,
Blacktown.

QUEEN'S BIRTHDAY HOLIDAY WEEKEND

Saturday, June 14 9am - 6pm
Sunday, June 15 10am - 6pm
Monday, June 16 9am - 5pm

Adults \$1.00 Children 50¢.
Pensioners and under 5 free.

Our Second Hand Stall will operate all the weekend, please book in early, anything of use to the hobby, rail mags, to brass locos. 10% to the Club.

Special feature: One of the biggest, if not the biggest display of American Brass locos and rolling stock in Australia.

Refreshments Available.

Plenty of Parking.

Any enquiries phone Bob Payk 623-1855.

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There were also some very notable absentees, but we managed to carry on regardless.

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Alco C628 SF	\$18.00
F9 SF NH Rock	\$14.00
Alco RS11 SF Sth Con Rail	\$14.00
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HOn3 2-8-0 Inside Frame Loco Kit	\$50.00
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KEMTRON

HOn3 8 Wheel Caboose	\$15.00
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396 Norm's Landing Boat Shop	\$18.50
394 Hamilton Dinghies	\$24.00
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417 SAEZ Lumber Yard and Chute	\$27.00
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423 Kiowa Junction	\$20.50
399 Tuckaho Produce House	\$20.00

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R207 0-4-0 Tank Loco	\$41.00
R209 0-4-0 Porter Saddle Tank Loco	\$32.00
R301 Diesel Loco	\$40.00
R501 Guards Van 4 Wheel	\$11.30
R502 Open Platform Coach 4 Wheel	\$13.30
R503 Coach 4 Wheel	\$12.50
R504 Open Platform Bogie Coach	\$16.50
R507 Bogie Coach	\$17.00
R803 Van 4 Wheel	\$10.60
R804 Open 4 Wheel Wagon	\$9.30
R809 Open Platform 4 Wheel Van	\$12.00
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R900 HOn 2½ Arch Bar Trucks (1 pr)	\$5.00
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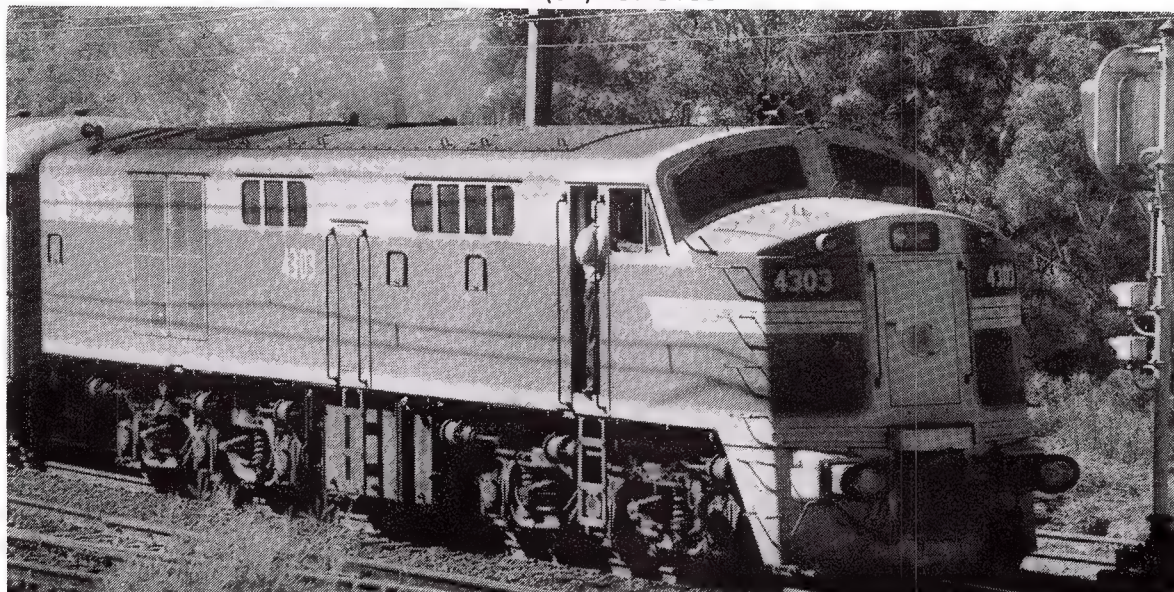


Photo by Howard Smith

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POWERED BY 'CANNON' CAN MOTOR, ALL AXLES DRIVEN.

EXPECTED DELIVERY AUGUST, 1980

PRICE: \$195.00

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in this issue*

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SATURDAY 19th JULY
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9am-6pm
10am-5pm

ADULTS \$1. CHILDREN 50¢

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Ron Smith, Exhibition Co-ordinator (451 7593)
Harry Howell, Club Secretary (412 1974)



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AR 541514 61xx Prairie Tank Loco BR	\$45.99
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AR 542526 BR Stanier 57' Non-Corridor 1st/3rd Composite	\$12.99
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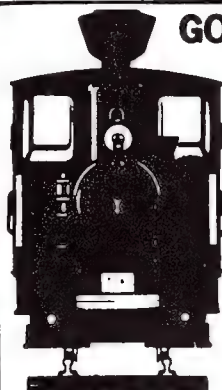
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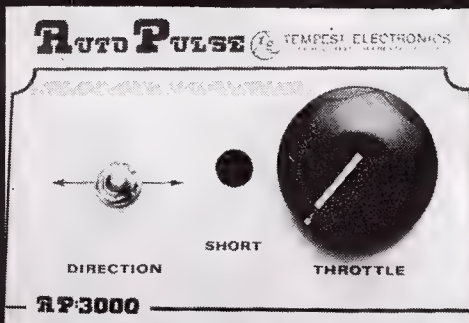
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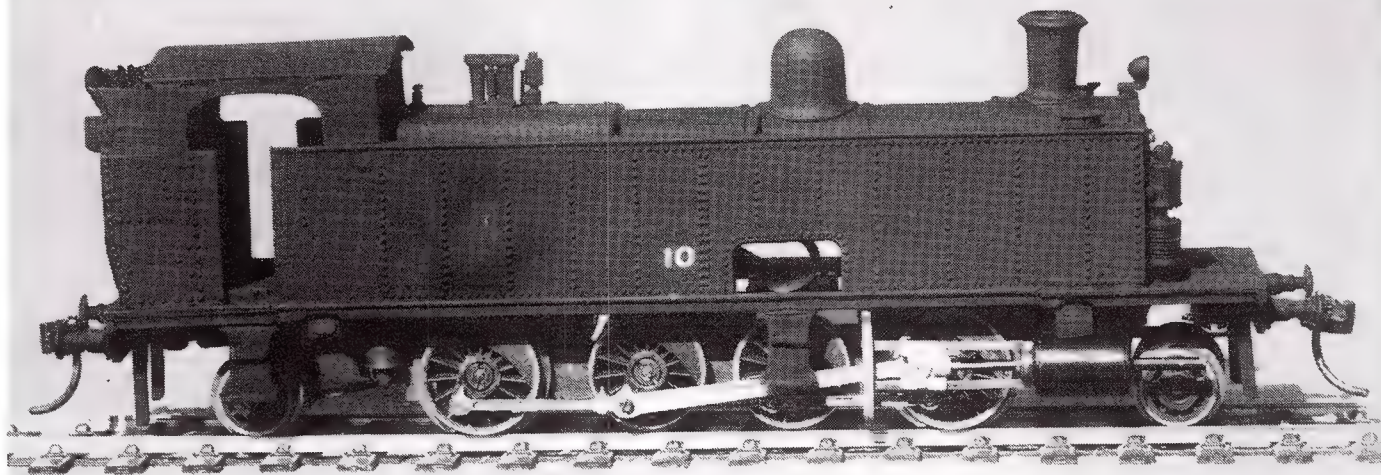
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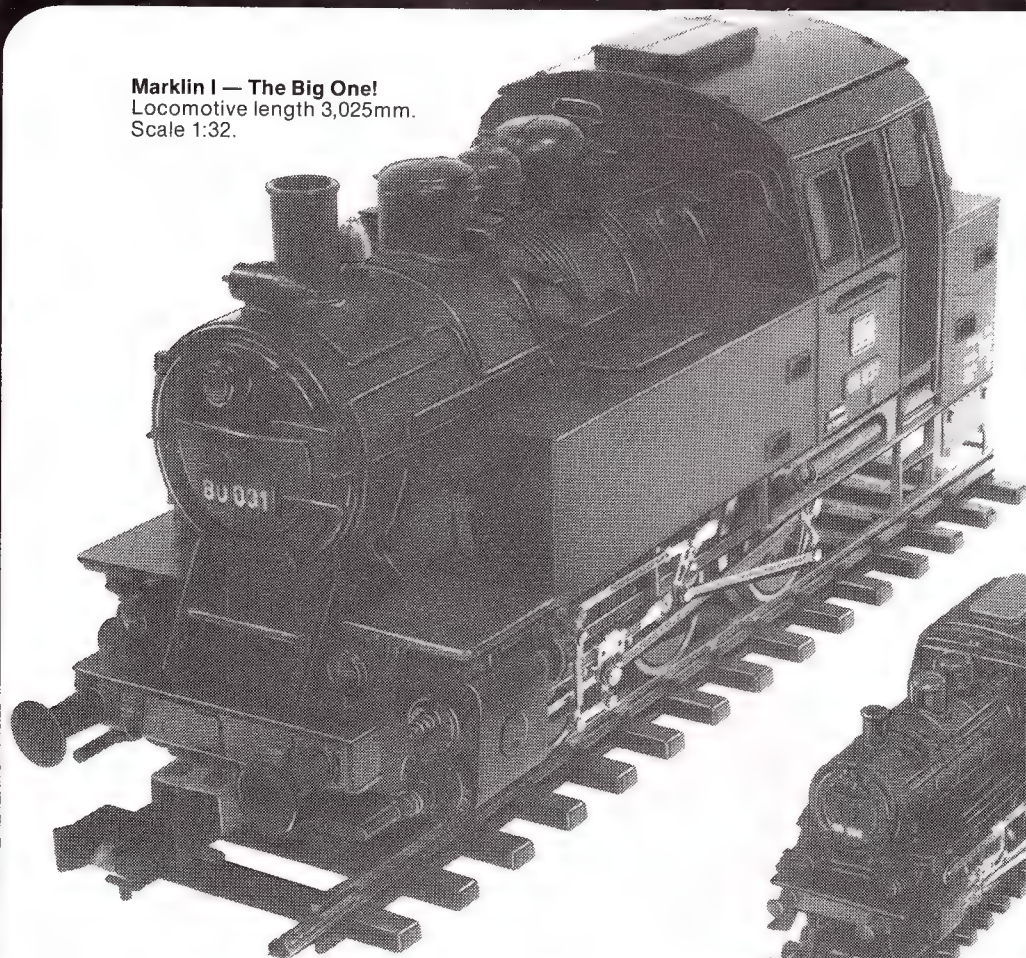
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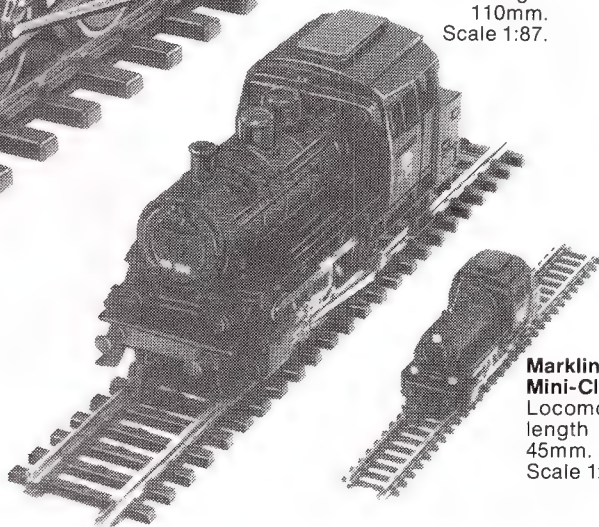
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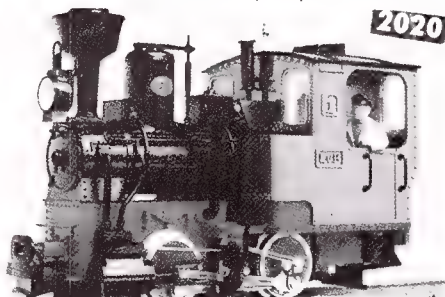
2010D

Steam locomotive 'Stanz 2' of the Steiermark Railway in Austria. Locomotive lighting changes with direction of travel. Socket for wagon interior lighting. 250 mm long.



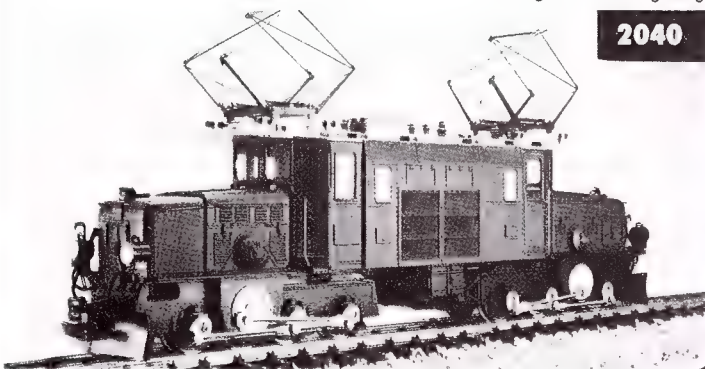
2050

Tramway steam locomotive of the Oberrheinischen Eisenbahn-Gesellschaft, before electrification of the routes, it operated in the Mannheim-Weinheim — Heidelberg triangle. The 245 mm long unit is fitted with socket for wagon interior lighting.



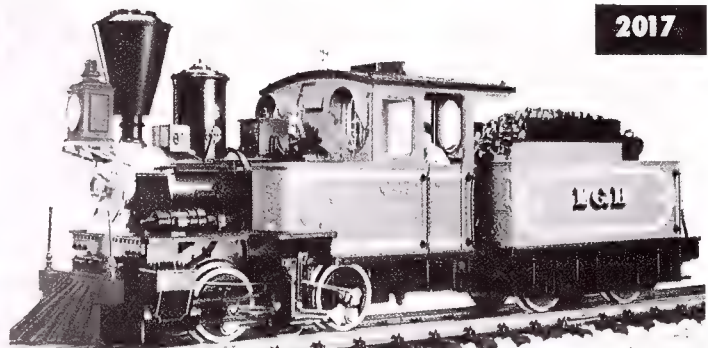
2020

Steam locomotive of the Salzkammergut Local Railway. Locomotive light changes with the direction of travel, socket for wagon interior lighting. 250 mm long.



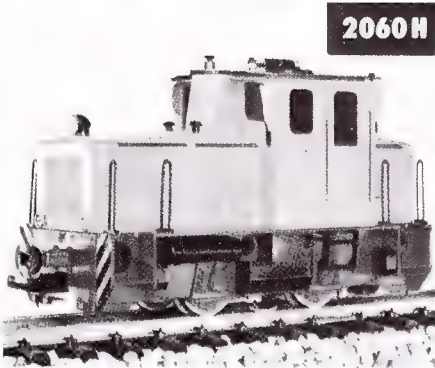
2040

'Crocodile' RhB Ge 6/6 'Swiss narrow gauge Crocodile'. Heavy electric locomotive for goods and passenger services of the Rhatischen Eisenbahngesellschaft, with two motors, for overhead or track power. 570 mm long.



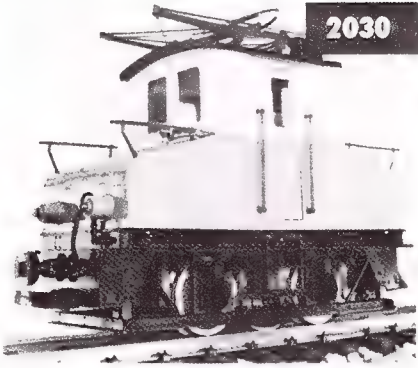
2017

Tender locomotive, US version with two motors (extra pulling power). Similar types operated at the end of the last century on the first narrow gauge tracks in Colorado and California. 440 mm long



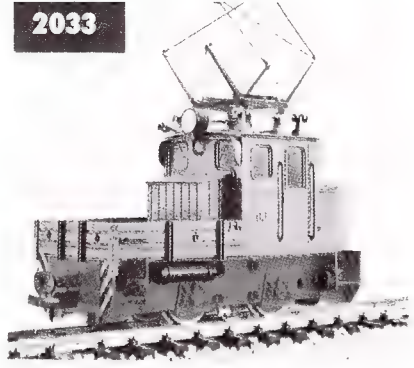
2060H

Diesel locomotive Schoema CFL 150, with horn sound. 270 mm long.



2030

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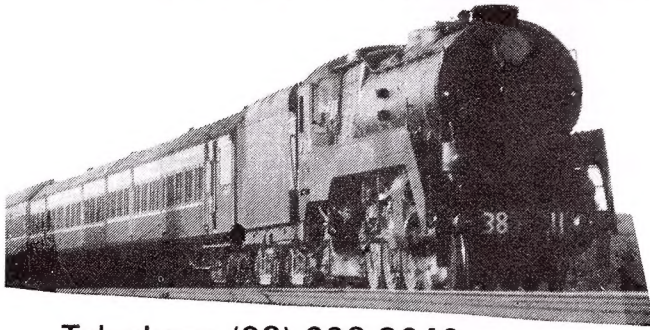
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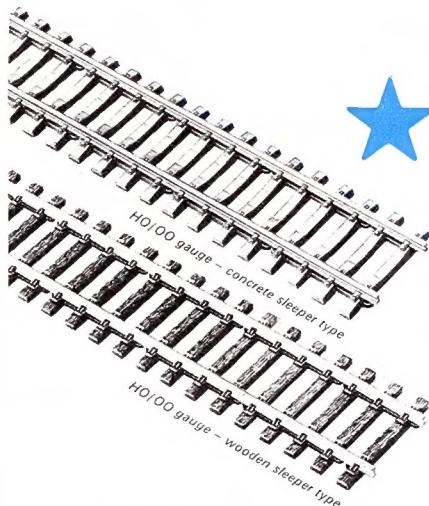
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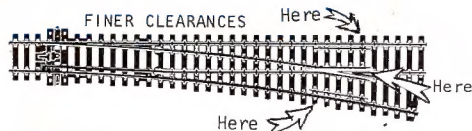
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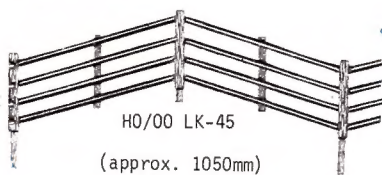


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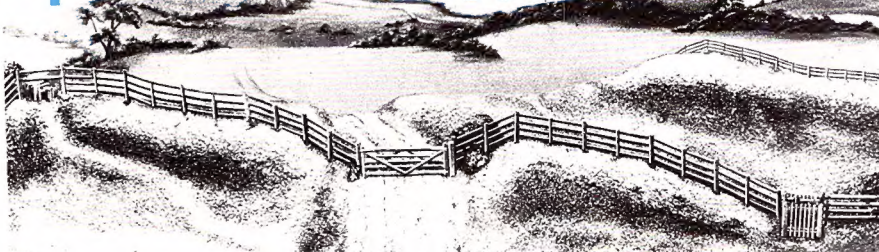
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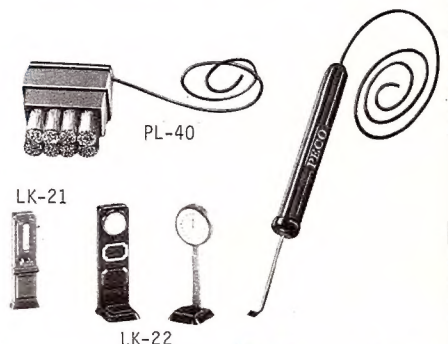
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